

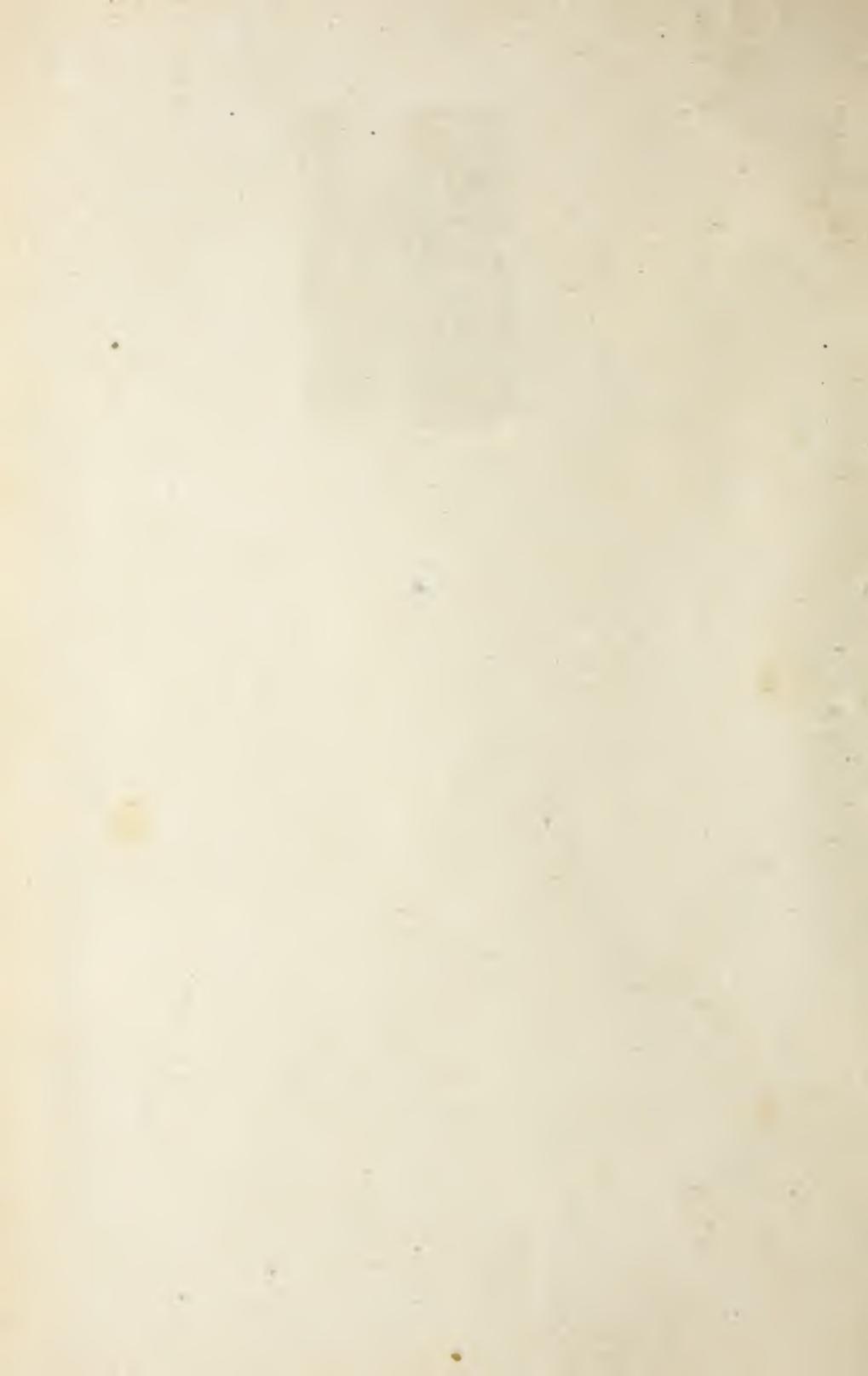
GEN

ALLEN COUNTY PUBLIC LIBRARY



3 1833 01897 4474

GC
974.402
B65BMSA



15

12



Digitized by the Internet Archive
in 2015

https://archive.org/details/gleaningsfromrec00bost_0



GLEANINGS

From the Records of the

Boston Marine Society,

THROUGH ITS FIRST CENTURY,

1742 TO 1842.

Compiled by Nath'l Spooner.

BOSTON:
PUBLISHED BY THE SOCIETY.
1879.

Press of C. W. Calkins & Co.
Boston.

Records of the Boston Marine Society.

THE following pages contain an abridged account of the Boston Marine Society through its first hundred years of effort, trial, and success, gathered from the Records. Only items of the greatest probable interest have been reproduced. In all such, the original construction and orthography of the sentences have been preserved as literally as possible. The work has been, from its nature, slow and tedious, but if in its result it awakens in the members or others a greater interest in the Society, all that was sought will have been accomplished.

The first book of records is marked No. 1, and on its first few pages is a list of members' names, with dates attached, commencing in June, 1742, and reaching to June, 1788. There have been some alterations and interlineations, and the dates are somewhat confused. It is proper to state here, that from 1742 to 1751, inclusive, the old style, in which the year began on the 25th of March, was kept up. In 1752 the new style was adopted.

From the records, and a printed list of names published with the laws of the Society, coming down to

1769, we learn that Wm. Starkey was first on the list, his time of entry, June 9th, 1742; Edward Cahill and Isaac Freeman signed 25th October, following. Rich'd Humphreys and Edward Freyer, 24th Nov., and for the rest of the year we have Moses Bennet, Jonathan Clarke, John Cullum, Joseph Prince, and Abraham Remmick,—in all, ten members the first year. Malachy Salter and four others appear to have joined in 1743. In 1744 but two members joined, and in 1745 but three; none in 1746, and in 1747 but two, so that at first starting very slight headway was made. Innovations seem to have been as great bugbears then as now.

The list of names and dates continues, as stated, to June, 1788, when it abruptly stops, and after several blank leaves, we find written, “Here Followeth the Transactions of the Fellowship Club began 7th Jany. 1752,” showing the foregoing list was kept up long after the organization of the Club.

The first entry is as follow: “Voted the 7th Janry. 1752 That Capt. Jonathan Clark be Regulator for the year ensuing.”

“Voted also this 7th Janry. 1752 that Capt. Wm. Starkey be paid out of the Box Twenty-one pounds Ten shillings Old Tenor, being all the Cash at present in the Box & that he shall be Relieved further according to the Ability of the Box & that the present Clerk G. Tidmarsh Forward the same to him at Newbury his Dwelling place, & that the said G. Tidmarsh Write him a letter on ye same in Behalf of the Society.” At this meeting seventeen members are reported present, thirty-six members absent, showing their whole number at that time fifty-three.

At the next meeting, 4th February, 1752, the only minute of proceedings found is as follows: "Voted Capt. Isaac Freeman, Joshua Loring, Joseph Prince are Chose a Committee to Wait on the Widow Sarah Salter, Relict of Jona. Salter & make a report to the next monthly Meeting." At this meeting twenty-one members were present. At the meeting of 3d March, 1752, a committee of five was appointed "to Review the Articles & Votes & prepare for the press New Articles to be Reprinted & lay the Same before this Society at their Next Meeting," etc., and at the next meeting, on the 5th April, it was "Voted that the Articles with the Amendments Made by the Committee Chosen last month for the same purpose be Reprinted & Charged to the Society with all the Members Names on the Back."

On the 5th May, 1752, we have the first evidence that the Club had any funds as such, when it was "Voted that Fra. Wells, Esqr. Capt. Jona. Clarke & Giles Tidmarsh, Inform Mr. Abiel Richardson that the Society have Order'd them to Notify him they Expect he pays his Bond to the Society as soon as it becomes due, if not they are hereby Directed he shall be Sued to the Next July Court." But at the next meeting, on the 2nd June, we find it "Voted, That as Mr. Abiel Richardson as been waited upon & Informed of the Above Vote by the Persons appointed the Above Vote to be Void & the Money Yet to Remain with him upon his Giving a Further Collaturall Security Such as the Persons Viz. Fra. Wells Esqr. & Jona. Clarke & Giles Tidmarsh shall think sufficient for the Bond already Given & he to have What more Money the Company shall have to Let to the Amount of One Thousand pound Old Tenor Including

the Sum already Lent to the said Abiel Richardson." So it appears the threat of suing Mr. Richardson was only a bit of harmless clap-trap to bring him to terms.

On the 3d October, 1752, it was "Voted this Night that the Next Meeting be at Mr. Bourrough's the Crown Tavern," this being the first mention of any place where the meetings were held.

At the meeting of 7th November, 1752, it was "Voted the 8 following persons be a Com'ittee from this Society to prefer a petition to the Genl. Court of this province that this Society be made a Corporation, viz. Jona. Clarke, Joseph Prince, Fra. Wells Esqr. Joshua Loring, Isaac Freeman, Thos. Aston, Giles Tidmarsh, Wm. Coffin." Written on the margin beside this list, "N B before the Court sits." "Added 4th Septr. '53 to the Above Committee, L. Turner, Jona. Snelling, Richd. Humphreys, Jona. Collomb." "Added 4th Dece^r. 1753, Andrew Craig, Joseph Dummet."

On the 5th December, 1752, "Voted that the Bill Exhibited by Jeremiah Gridley Esqr. this Evening & filed be presented to the Generall Court for the Societys being Incorporated be accepted by the Society & preferred accordingly to the Genl. Court for the Obtaining a Charter from this Government."

At the meeting of 2nd January, 1753, "Voted this Night that Capt. Joseph Prince be Regulator to this Society for the Year Ensuing." "Voted also that all the Money the Society has Now in Stock be Let Out as soon as possible to Mr. Abiel Richardson with the Interest Money now due on Mr. Richardson's Bond, the sd. Richardson Getting two sufficient Bondsmen for the Same, by the former Committee, Fra Wells, Esqr., Jona.

Clarke, Giles Tidmarsh." Mr. Richardson, it seems, was now in high favor, however much he might have been mistrusted formerly.

On the 6th February, 1753, it was voted, "That a Standing Committee of 5 Members of this Society be Appointed by this Society to Relieve any person belonging to it that shall be in any Immediate Necessity in the Interim of the Societys Monthly Meetings & that they Give an Account to the Said Society of their Actions to Eveng. & the next Monthly Meeting following viz. Joseph Prince & four others."

The 6th March, 1753, finds the vote recorded "That Mr. Giles Tidmarsh"—who seems to have acted as Clerk or Secretary from the first,—"Return'd Francis Foxcraft Esqr. thanks for the Society For his Gift in Registering Abiel Richardsons mortgage Free of Charge."

On the 7th of August, 1753, it was voted "That the Society be Warnd for the Future by printed Tickets for their Monthly Meetings & that the present Clark Giles Tidmarsh is hereby Directed to Get the Same printed at the Societys Charge."

The 4th September, 1753, it was voted that "Capt. Joshua Loring Wait on His Excellency Govr. Shirley to congratulate him on his Arrivall & know When the Society shall Wait on him to Inform him of our Societys Design to Wait on him to Favor our Design & Desire of being Incorporated & pray his Favour for the Same." "Voted for Officers that the Society have Master, Depy. Master, Treasurer, Clerk. Voted also that every person appearing to become a Member of this Society shall Withdraw out of the Company While the Vote for him is passed."

At the meeting held 4th December, 1753, we find this minute :

"Voted, this 4th December 1753, that Jona. Clark, Jos. Prince, Fras. Wells, Esq., Joshua Loring, Isaac Freeman, Thos. Auston, G. Tidmarsh, Wm. Coffin, Lewis Turner, Jona. Snelling, A. Craig, Joseph Dommett, Wait on the Gov. and Sign the Petition of this Society for being incorporated."

"Voted, also, that every member of this Society upon his arrival from Sea give in to this Society to be recorded, his observations on the Variations of the Needle, the Soundings, Courses, Distances, and all other things remarkable upon this Coast, and that it be inserted in the Petition of this Society to the General Assembly, and be read at every meeting of this Society."

Also, "Voted £20 be paid to Sarah Salter, Jere. Salters Widow, Voted also that Cap. Joseph Prince and Capt. Mathew West lay out the Said £20 as they shall think best for her advantage."

"Voted that Capt Edmund Morton be according to his own Desire voted out of this Society and accordingly he is hereby voted out."

On the 2nd February, 1754, the Society was incorporated, as we are informed in very large letters, "by the Name of the Marine Society by William Shirley Esqr. Govr. of the Province of Massachusetts Bay in New England," and by a memorandum note we are informed "the said Charter was Read to the Society ye 5th February 1754." At the same meeting several rules were adopted for the government of the Society, and Giles Tidmarsh, Clerk; Jonathan Clarke,

Master; Joshua Loring, Deputy Master; Jonathan Snelling, Treasurer, were elected to serve in their several capacities the ensuing year. Five members were appointed to "Examine and adjust the minutes of observations upon the Coast" etc., and it was voted "That Jeremiah Gridley be Presented with the freedom of this Society for his Good Services to the said Society." What those "good services" were, does not appear.

At this same meeting of 5th February, 1754, a committee consisting of Isaac Freeman, Jere. Gridley, Esq., Jona. Snelling, Giles Tidmarsh, Lewis Turner, were appointed "a Committee To devise a Seal for the Society and make a Report to ye Society ye next Tuesday Ensuing," then after a vote as to all members, on arrival from sea, furnishing information as to variation of the needle, soundings, courses, etc., it was voted "That the four officers named in the Charter Join'd by Isaac Freeman, Wm. Coffin, Thomas Auston, John Bradford & Wm. Patten be a Committee to wait on his Excellency William Shirley Esqr and return him the thanks of the Society for his Favour in Granting us a Charter & Pray his Favour in recommending it To his Majesty and ministry at home." Another committee was appointed to "Revise, Correct and add to the Old Rules of the fellowship Club such Rules as they shall think to the advantage of the Society and lay before the Society for their approbation." It was likewise voted, "That the Clerk of the Society Pay J. Willard the Secretary of the Province for his Good Services & Engrossing ye Charter for this Society two Guineas and three Dollars to Each of his Clerks."

After this we find a copy of the Charter occupying several pages, and on the 26th February, 1754, it was voted “That the Silver Seal cut by Mr. Nathaniel Hurd and now presented to the Society by the Committee appointed for that purpose representing a Ship arriving at the light House from a storm and the Sun breaking out of the Clouds with the Inscription Marine Society at Boston in New England A D 1754 be the Seal of this Society.” Then follows a vote that “the draught of the Laws presented this day by Jeremiah Gridley Esqr be accepted” and another appointing a Committee to relieve any necessitous member at intervals between the monthly meetings. Then several rules for the government of the Society were adopted by vote, among others, one that, “one Shilling Sterling be paid to the Clerk for every Instrument that the Seal of the Society be affixed to, excepting when the Freedom of the Society is voluntarily presented.”

After this follows the “Laws,” which are the original of our present By-Laws, the latter having been modified as time and experience have suggested. Among other provisions is one that “such Member or Members as shall go a Voyage to sea and shall Return Successfull, without being Cast away, taken by the Enemy or meeting with any other Misfortune shall pay Sixpence Sterlg into the Box for the use of the Society for each and every month that he shall have been absent.” In case of the exceptions provided for, such payment is not demanded. Among other provisions is one against playing “of Cards, dice or any other Gaming whatsoever as it is probable the same may be of Damage to themselves or some other of the Society who may be Ingaged in play.”

"That the Society shall & will Avoid all Quarrells, Fighting, Chalenging each other to fight & all Needless Contentions and debates, that may tend to Create any fighting or Quarrelling" etc., "and in Case two or more of the Society shall happen to quarrell or begin a Quarrell they shall Immediately be put out of the Company for that meeting in order to avoid making the Rest of the Company Uneasy, or encouraging them to enter into a generall Quarrell." Other regulations are made for proper discipline of the Society, and Wardens appointed for Marblehead, Nantucket, Newbury, and Plymouth, whose duties were to "Negotiate any Business" that "might happen" in these several places, they evidently then filling more responsible positions than now. The next matter of interest is a letter to Capt Malachy Salter, Boston, March 3rd, 1754, and is as follows:

"SR:— Providence has been so favourable to the late fellowship Clubb now by Charter from this Government Establisht by the name of the Marine Society 2 February 1754, by which we are Incorporated into a Body Politick in numbers 89 among whom is your name Enrolled to Aye, on which give me leave to Congratulate you, the Society is now in high Esteem & we have now no less than ten members waiting to Enter the next Tuesday. The Entrance is now made Two Dollars, the Society in order to Obtain this Charter have laid themselves under an obligation to the Governmt. that every Member of this Society shall Render in to the Society his observations on the Coast Relating to the Variation of the needle, Courses and Distances of Capes, Soundings on Banks &c., & all other things Remarkable to be Given

into the Society & Examin'd by a Committee appointed by the Society for that purpose, and after Examination to be put upon the Records of the Marine Society so that in time a new and Correct Draught of this Coast may be made for the advantage of the Publick. Going through this affair has Cost the Society all thee Money they Got in Stock Last Year but the advantages we hope will in a little time Ballance the Charge, we have got in to our Society Capt. William Patten of this Town Grocer who with Capt. Bedgood & Deacon Boutineau has been Improved by the admiralty for all Surveys &c which has amounted to £1000 Old Tenor pr Annum we hope Quickly to have that Privilege Center with our Society the Judge having given us already Expectation of it some time ago as soon as the Old men now Employ'd should Drop off. our Present Stock is now about £900 Old Tenor & had not this Charge Accrued would have been £1000 this year. I hope you will Excuse my Detail of this affair as I flatter myself you Still Retain a Good opinion of the Society as your past actions Manifest. Excuse me yet a little further and Give me leave to inform you of the Present officers of the Society Chose according to Charter viz Johna. Clark Master, Joshua Loring Deputy Master, Johnathan Snelling Treasurer, Giles Tidmarsh Clerk, Wardens Viz Andrew Craigee Jona. Cowley for the port of Boston, Isaac Freeman for Marblehead, Christr. Gardner Nantucket, Jna. Jones Newbery, Richard Waite Plymouth. I find your Monthly dues from 5 June 1751 & your Favour would be of Service to the Society. I also here Inclose you an Impression in Wax from the Seal of the Society, & as soon as the New Laws are

printed which are going to the Press shall remit you them—May Health & Success attend you & your Family In the name of the Marine Society Yr. H. Servt. Giles Tidmarsh, Clerk."

These Surveyors, as Mr. Tidmarsh expresses it, being "got into the Society," is no doubt full explanation of how the Society first had appointment of the Port Wardens; and the anxiety manifested that "the Old men now Employ'd should Drop off," shows that human nature in 1754 did not differ much from human nature in 1879.

It may not be amiss here to say, that there seems, from the records, no good ground for the laudation bestowed on Capt. Wm. Starkey in the sketch of the Society now given in the By-Laws. His time of entry bears the earliest date, the 9th of June, 1742, but there is *no other entry* till the 25th of October following. His name appears first in the Charter, to be sure, and the first for relief, but excepting at two of the meetings when he is among the list of "*absent*," it is not found, after very diligent search. Nor does he appear to have held any office, or been on any Committee. The statements made in the sketch referred to may be strictly accurate, but the ground for them is not in the records.

The next entry of importance is as follows: "A List of Members Dwellers & Residents in the Town of Boston Rendered into the Admiralty Office this 15th April 1754 out of which List, Surveyors are to be Appointed. Jona. Clark, Jona. Cowley, Job Prince, Joseph Dummett, Thos. Auston, Wm. Coffin, Andr. Craige, Jona. Snelling, Wm. Pattin, Nicho. Ferretter."

On the 7th May following it was voted, "that the Sixpence Sterling or 5s Old Tenor fine for being Absent at the Monthly Meetings be for the Future Appropriated to the Discharge of the Societys Monthly Expenses."

No item of special interest now appears till the 1st October, 1754, when it was voted, "That a Committee be Chosen and Appointed In the name of the Marine Society to Inquire and Engage a room which shall be Convenient without being Interupted (as has been always the case) for the future meetings of this Society." and Coffin, Hewes, Patten, Tucker and Craige were accordingly appointed.

The "Annuaill Meeting in Nov. 1754 was held at the house of Mr. Joseph Ballard," officers were chosen and the first "Committee of Relief" appointed, consisting of five members. This meeting was adjourned till the 19th of the same month, when it was "Voted that £2 Lawfull money be given to Elizabeth Salter the Widow of Johnathan Salter, and that the Committee of Relief lay it out in Wood and Pork and send her." It was likewise "Voted that Capt. Roger Passmore having been Notified to make his appearance to give his Reasons for his not meeting the Society and paying his arrears, and did not, the Society accordingly Disfranchized him."

At the March meeting in 1755, we find this memorandum: "No Collection it being so Stormy the Members could not attend." It appears now and for a long time after, 5s was paid by members present at each meeting, with arrearages if they had been absent at former ones.

No matter worthy of note till the "Annuaill Meeting" in November, 1755, which was "held at the house of

Mr. Stephen Deblois." Officers for the ensuing year were chosen, and a resolution passed that absent members be notified to "give their reasons for their non appearance."

On February 3d, 1756, the Society meeting was held "at Concert Hall," and voted a "Committee of the following members be a Comtt. to wait on the Gouvernour to Compliment him on his return to his Government."

The names of nine members forming the Committee follow. Next in interest is the following: "On the 29th May 1756 William Ballou Esqr. Agent of this Province wrote to the Speaker of the House of Representatives, that the Act of the Province upon which the Charter of this Society is founded had passed his Majesties Approbation."

At a meeting on January 4th, 1757, it was "Voted That whereas the Sum of Three pounds was order'd to be paid to Elizabeth Rand by the Treasr. last meeting but on information that said Eliz. Rand would make a bad use of the Money the Treasurer having inform'd the Society that there still remained in his hands thirty-Six Shillings Voted the 36s be appropriated to the use and benefit of the Children of said Rand."

The meetings appear now to have been held with regularity, and relief given to needy persons according to circumstances, officers chosen, etc., but nothing of moment till, at a meeting held at Concert Hall on the 4th September, 1759, it was "Voted that Capt. Danl. McCarthy's Observation on St. Georges Bank be Recorded in this Book and that the Society Return him their thanks for the same" and "Voted that Capt. Daniell McCarthy's observations be Printed in each of the

Papers of Publick news, as a Publick Benefit at the Expense of the Societys money." Thus showing at that early day, with their limited means, they did not hesitate to expend such amounts as might seem for their interest or the "Publick" good.

At a meeting at Concert Hall, December 4th, 1759, "Voted that the Petition of Mrs. Rand be Dismis'd she not being a Proper Object of Charity.

The 4th March, 1760, at Concert Hall, "Voted that the Committee for Supply" — probably relief — "visit Mrs. Agnes Gordon and give her what they think fit."

The Society seems to have met so far, from time to time, at private houses, Concert Hall, and on December 2d, 1760, at the British Coffee House. On February 3d, 1761, at this place it was voted "That Mr. John Leach School Master of Boston shall be a Member of the Marine Society, On the following Conditions That he shall from Time to Time, as the Society shall have occasion Record what remarks that shall be delivered to him by said Society for that purpose, Also to make all Plans & Views fair and clear in the Book, as from time to Time shall be requested, for which he shall be Exempted of all charges but his Charity money, which he is to pay, to say six pence Sterling money per month and Two Dollars at his Entrance — which Two Dollars we Allow him for a plan of The Isle of Sables now in the Book of records."

At the Annual meeting, held at the British Coffee House 3d November, 1761, officers were chosen, and it was among other things, "Voted that Every New Member pay to this Society Twenty shillings lawful after this night."

These are about all the items of interest in Volume No. 1, of sufficient importance to preserve, or rather to reproduce. Several leaves are cut or torn out from the latter part of this volume, which may or may not have been of value. A condensed summary of the entire contents remaining is carried into the next volume of Records marked A, and the first new entry following bears date 2d November, 1762, when the annual meeting was held at the British Coffee House. This has only the list of officers chosen for the year, of which Benj. Hallowell Esqr. was Master, Wm. D. Cheever, Deputy Master, Samuel Hews, Treasurer, and John Leach, Clerk.

At the meeting January 4th, 1763, fourteen members present, it was voted, "That each member of the Society have a Certificate signed by the Master or Dpy Master certifying his admittance &c If he requires it." "That each Certificate have the Societys Seal affixed, and that the Clerk have half a pistareen for each Certificate." Under the same entry, date of April 5th, it was voted, "That the Certificates be printed and executed."

November 1st, 1763, the meeting was held at the British Coffee House, 35 members present. The same four principal officers' names appear with this statement: "Leaf of the Old Book on which was the transactions of the meeting in November is torn out & gone, consequently could not find out who the other officers were."

On April 3d, 1764, ten members were present, and Mungo Mackay, who afterwards became a rather important member, was voted into the Society. Dates seem to be somewhat mixed, but under this same heading, on April 5th, 1762, it was voted, "That the Schooling

of Capt. James' Child be paid amtnng to £4 13s Old Tenor, agreeable to the petition of his Wife."

June 5th, 1764, voted "The Compliments of this Society to J. F. Wm De Ranes Esqr his majestys Engineer at Halifax & to assist him with all the Knowledge of this Coast that we know." Voted Clarke, Prince, Cheevers and Hatch, "a Committee to write a letter to W des Ranes, now surveying No. Coast of America" and voted "The said Des Ranes a member of this Society."

January 1st, 1765, voted "that A. Craigie, J. Prince, W. D. Cheever and J. Homer, wait on Jereh. Gridley Esqr, to present a petition to the Genrl Court, to obtain Liberty to erect a Light House on Nantucket."

November 4th, 1766, Forty-two members present at the British Coffee House, it was "Voted, That the Treasurer see all the arrears paid and no money Let till further orders." December 2d, 1766, "Capt Job Prince offers the use of his Vessel Gratis to go on a survey for Two months." Voted "The thanks of the Society to Capt J. Prince & accept of his offer & next may will send her for that purpose."

July 6th, 1768, seventeen members present. "Whereas the Marine Society has been applyd to by a Committee from the General Court to take a survey of Plymouth Harbour in order to give directions for Sailing in and out by a new Light House, which is to be erected there, Voted that Job Prince, Moses Bennett, Thos. Allen, Wm. Vernon, Members of this Society go on said service and if they are not allowed by the Court for their Expenses Their case shall be laid before the Society at the Annual meeting in order for payment. N B Those Gentn. that are appointed and cannot go are at

liberty to chuse any of the members that will go." At the November meeting, 1768, it was voted that "the Society remove their meetings from the British Coffee House to the House of Capt. Wm. Rhoads," and voted "That the sum of £19 17s 6d O Tenor be appropriated to release the Waiter from prison." It does not appear for what purpose the waiter was imprisoned, but certainly *does* appear as if the Society was not so chary of expenditure as it has since become. The British Coffee House was upon King Street, now State, and according to Drake, on the site now occupied by the marble building No. 66 State Street.

Under a "Record of Monthly Votes from Novr. 68 to Novr. 69" we find as follows: 1st, "Never to propose the removal of the Marine Society from one House to another but on the Annual meeting, and then two of the principal Officers of the Society present, unless upon some Emergency or unexpected Turn of Affairs, such as Ill treatment, bad attendance or any other impediment not agreeable to ye Gentlemen."

4th, "To admit some worthy gentleman a member who is well acquainted with the Law, in particular the Laws of the province, and have a vote in the Society That for his Advice he shall be free from the Societys Expences."

6th, "That the Three principal Officers be a Committee to wait on Mr. Adams and invite him to be a member of this Society." *What* Mr. Adams, does not show, but probably John Adams, the future President of the United States.

8th, "That the Master write a letter to the present Husband of the Wife, which was the Wife of Capt.

Wm. Starkey decl. to know if he will pay his Wifes former Husbands Arrears, that is due to the Society."

December 6th, 1798, voted "That all the Charges on the Plymouth Survey be paid out of the Box, amounting to Thirteen pounds fifteen shillings 3 pence Lawful money — to be pd Capt. Job Prince, and upon the General Court reimbursing the money the same to be again put in the Box."

From time to time relief is voted to needy members or their families. They seem to have soon tired of meeting at private houses, for on the 4th April, 1769, only five months after leaving the British Coffee House, and in non-accordance with their vote then passed, it is voted "That the Society removes their meetings from Capt. Willm. Rhoads to the British Coffee House the next meeting."

October 3d, 1769, it was voted, that three more "be added to the former Committee to See to the forwarding of Capt. Blakes picture," but as no previous notice on the subject is to be found, we are left at a loss to know what circumstances attended it or what the picture was.

December 5th, 1769, voted "That from this present time, every person who becomes a member of this Society shall pay one Guinea for his Entrance."

March 6th, 1770, it appears "By a report of the Committee appointed to Collect the Arrears calling on Capt. Potts, it was his desire, he said to be Voted out of the Society, for neither he nor his Heirs shall want any Benefit from the Society, and as to what he had paid in, the Society where welcome to; Voted accordingly that Capt. Potts be no longer a Member."

April 3d, 1770, "a Committee was appointed to wait on Capt. John Blake, for the purpose of having his picture drawn," which is somewhat explanatory of the "picture" recently alluded to, and at the meeting of May 1st, we find "the Treasurer Capt. Wm. Mackay recd of Capt. John Blake Thirty-Six pounds L. My, on account of a donation by said Blake to the Society," thus telling us the whole story. At this meeting it was voted "That on the Death of any member of this Society, If the members present in Town do not attend his Funeral, they shall pay a fine of one shilling sterling for the Benefit of the Society, unless a reasonable excuse be given."

September 4th, 1770, the "Treasurer recd of Capt. John Blake Twelve pounds L. M. on account of his Donation," and on the 2d October following, another "Twelve pounds" on the same account. On February 5th, 1771, a further sum of "Twelve pounds" from Capt. Blake is acknowledged.

Various notices occur at the meetings, that delinquent members be stirred up, and be sued for their arrearages unless paid, though no such action appears to have been taken. Officers are re-elected or new ones chosen, and relief to the needy voted, at almost every meeting. We find likewise it was a common occurrence, when new members were proposed, to suspend the rules, and vote them in at the time, if they were about going to sea, or if there was other reason for immediate action. Votes were taken often as to the investment and disposal of the Society's funds. Most of the funds seem to have been let on mortgage.

On November 5th, 1771, the annual meeting, a further donation from Capt. Blake of £12 is acknowledged. On the 3d December, 1771, their account showed £755 17s 1od at interest, and on hand £78 4s 6 $\frac{3}{4}$ d, in all £834 2s 4 $\frac{3}{4}$ d. At the meeting June 1st, 1773, a Committee was appointed "to wait on the General Court with a memorial of the disbursements expended by the Society on the Survey of Plymouth Harbour for the purpose of erecting a Light House."

At the annual meeting held at the British Coffee House, 2d November, 1773, it was voted that Prince, Cobb, Blake, Hopkins, and Jarvis, "Be a Committee to look out for a House that will be convenient for the Marine Society to purchase, and make a report next meeting," showing at that early day the desire was conceived which is still held in gestation.

December 7th, 1773, "That Mr. Romans draught to the Southwd" — probably of this coast southward from here — "is worthy of recommendation." No report is recorded of the Committee on purchase of a house, but at the meeting of 5th February, 1775, a Committee of six, including four of the former Committee, was voted, "to look out for a suitable House to purchase for the Marine Society situated any way between the Mill Bridge and the Old South Meeting House or between Consort" Concert? "Hall and this place (the British Coffee House) and make report next meeting." At the meeting held 21st February this Committee report "That they have attended to that business and found one situated at the South Side of the Town House, suitable as they think for the Society — and their report was received." A Committee of seven was then appointed

"with full power to purchase the said House provided they do not exceed Five hundred pounds Sterling," and on 7th March, 1775, they report, "That the price of the House is so high they have not as yet purchased," showing *we* stand now where *they* did then. On 5th April, 1775, this record is made, "none present but the Clerk."

No meetings were held from November, 1775, to November, 1776, at which time the annual meeting was again held at the British Coffee House. This remissness on the part of members seems to have stimulated them to action on the matter, for we find they then voted, "That the Clerk agree in the most reasonablest manner with some Printer, to strike off one Thousand notifications to warn the members to all proper meetings." At the same meeting they voted, "That the Clerk be authorized to hire a Waiter to attend occasionally for five shillings each time."

At the Annual Meeting, November, 1777, a Committee of Henderson Inches, Job Prince, William Mackay, were chosen "to purchase a House as soon as they can and make a report of the amount they Pay for the same."

Relief to the necessitous, foregoing the arrears of members unable to pay, and stirring up the delinquent ones, are the only matters mentioned, to 3d February, 1778, when it was voted "That the Society remove to some private House in order to save expenses," and voted, "That at each Meeting the Room, Fireing and Candles be paid by the Society, and the Liquors be paid by the members present, at each meeting." Likewise voted, "That our next meeting be at Mrs. Claphams."

March 7th, 1778, "The Committee appointed to purchase a House make report that they have not been able to procure one agreeable to Vote." "Therefore Voted That all the paper money in the Treasurers hands (except Fifty pounds) be Let on Continental or State Security as soon as it can possibly be done."

The Annual Meeting for 1778 was held at Mrs. Clapham's, and after the choice of officers, and other business was finished, it was voted, "That the Society do dine at Mrs. Cambells next Tuesday — Dinner at 2 O'clock." This is, we believe, the first mention of "Dinner;" what they styled their previous entertainments does not appear, though they unquestionably had them. At the Annual Meeting, November, 1779, it was voted, that "The Society dine together at the American Coffee House on Wednesday next." May 2d, 1780, a vote was passed, "That each Member pay Seven pounds Ten Shillings to defray the expencis now due by the Society to Mrs. Clapham for Firing, Candles & Room for the Winter past, and what may be over shall remain in Stock for the expencis the Society shall be at in future," and voted, "The Waiter in future be paid Nine pounds." It is probable this was "old Tenor" money, though not so stated, which was at 90 per cent. discount, that is, a pound was worth two shillings sterling or hard money.

At the Annual Meeting, November, 1780, held at Mrs. Clapham's, it was "Voted on the petition of Mary Harper Widow of Capt. Wm. King, that the Committee of Relief wait on her and enquire into her circumstances and should they find her an Object of Charity agreeable to sd petition that they do order her immediate Relief by any Sum not exceeding Ten Hard Dollars." Here

we see the money of the country changing from pounds to dollars.

A Committee having been appointed in 1782 to revise the "Laws of the Society," it was voted at a meeting, 7th January, 1783, "That the above Committee be & they are hereby directed to bring in their Report at the next monthly meeting & that the Clerk specially notify every member in Boston to attend as very special business relative to the Laws and the Essential Interest of the Society is to be debated & determined on."

At the meeting on February 4th, 1783, among other matters it was voted, "That a Committee of Five Members be appointed to prepare an emblematic print, and to agree with some engraver to cut the same on Copper together with a Certificate to be signed by the Master and Countersigned by the Clerk respecting the admition of members—The expence to be paid out of the General Stock." The revised laws were similar in intent and meaning to those at present in use.

March 4th, 1783, "Whereas Capt. Robert Robbins has sent word to the Society that he does not wish to receive any assistance from, or to lend any to the Society, Therefore Voted That he be dismissed."

At the meeting of 3d June, 1783, held at Mrs. Clapham's it was voted, "That Mr. Tudor be desired to draught a petition to the General Court now sitting, offering our service in the Choice of pilots & care of the Lights, similar to that already presented"—of which there is no record—"with this difference, that we will give our time for one year gratis." The Mr. Tudor here mentioned is subsequently spoken of as Judge Tudor, and appears to have been the legal adviser of the Society.

April 5th, 1785, voted that "the Treasurer Settle with Mr. Brimmer for a Ten pound Note as it was Consolidated which sd Brimmer overpaid to the late Treasurer, being the property of Henderson Inches deceased."

At the October meeting, 1785, a petition was received "from Masters & Mates of vessels belonging to this State," though it does not appear on what subject; it was referred to a Committee with instructions "to consult with Mr. Tudor on the Business."

October 3rd, 1786, "The Treasurer laid before the Society the following extract from the Will of the Late Hon. John Erving Esqr. 'I give & bequeath to the Marine Society in Boston for the benefit of the poor Widows and Children of distressed Seamen, the sum of Fifty pounds Sterling or Five hundred pounds old Tenor.' And also informing the Society that the Executors of sd Will stood ready to discharge sd Legacy immediately."

Voted "That the above extract be recorded in the books of the Society, that the members gratefully receive the same to be appropriated agreeably to the Intentions of the generous donor and that the thanks of the Society be given to his Excellency Governor Bowdoin, Wm. Erving & Oliver Wendall Esqrs. Exectrs. of sd Will for their promptitude to pay the same & Capt. Patten the Treasurer communicate this vote to sd Exectrs. & give a ret. to them for the money when paid, in discharge of the Legacy aforesaid."

This appears to be the first legacy to the Society.

November 7th, 1786, another Committee is appointed, "to look out for a suitable House for the Society to

purchase and make report as soon as possible." At the same meeting it was voted that "a Dinner be provided on Wednesday next the 15th inst. at the American Coffee House * * * * and all the members of the Society that are in Town desired to attend." A Committee of five was appointed to "manage the same," "And also to invite such Gentlemen to the Feast as they may think proper."

January 2nd, 1787, we find this record: "The Revd. Mr. Clarke, Doctr. Warren, & Doctr. Dexter, a Committee from the Humane Society being introduced, Communicated the design of sd Society to erect Three Huts in such most exposed Parts in & adjacent to the Harbour of Boston, for the preservation of such unfortunate persons as may be Shipwrecked on the Shore within or near sd Harbour, likewise a request that this Society would be so kind as to point out the most eligible Situations for placing such proposed Huts, and also that they should be much obliged to this Society for any further Communications on the Subject as may conduce most effectually to answer the purpose intended." "Which Communication being taken into Consideration," voted, "That this Society being in a degree the Representative of the Maritime part of the Community, feel a very warm Sense of the Benevolent design of the Humane Society & return their most cordial thanks for their truly Humane attention to so exposed & valuable a part of the Citizens of the State, as the Seamen most certainly are, And the members of this Society will with great cheerfulness contribute any Aid & information in their Line to advance so good a design." Voted, "That the Opinion of this Society is, That the most Eligible places to Erect

said huts are, one on Marshfield Beach, one on the Beach back of Nantasket, & one on Lovells Island, and in case the Humane Society thinks proper to Erect a fourth, That it should be on Lynn Beach."

February 6th, 1787. "The petition of Capt. Phillip Bass not being agreeable to the Society," therefore, "Voted, That not any notice be taken of it." Certainly brief and to the point.

November 6th, 1787, the Society met at the Bunch of Grapes Tavern, so far as appears, for the first time. This was then at the corner of King Street and Mackarel Lane, now corner of State and Kilby Streets, the New England Bank building occupying the ground where the Tavern then stood. No matters of importance appear for several meetings. March 4th, 1788, at the Bunch of Grapes, it was voted, "to dispose of the Land at Framingham in a legal manner and to the best advantage possible." This had been secured to the Society by Mortgage, for money loaned. It was likewise voted at this meeting, "to employ a person to set the Marine Societys Books in a proper and regular manner."

May 6th, 1788, at the Bunch of Grapes. "Whereas it has been represented to this Society that the post Master would allow one penny Sterling for each Letter which may arrive from Sea into this Port on its being brought to his office, and a fund might be raised from which great Benefits might Accrue to the Society should a person be appointed to Collect the Letters which may arrive into this Port from Sea. Therefore Voted, Capt. Mungo Mackay, James Magee, Samuel Dunn be a Committee to appoint some suitable person of the

Society or elsewhere to receive and collect all Letters and to convey the same to the post Master and take his Receipt, and that they make such terms with the person so appointed as will best carry the Designs of the Society into Execution." Wm. Erving, Esq. and Capt. Samuel Dunn, jr., were "added to the Committee appointed to prepare a Copper plate for the Society, as proposed by their Vote, Febry. 3rd, 1783, and that they be Directed to carry said Vote into immediate Execution." Upon the petition of Capt. James Kirkwood, the sum of two pounds, two shillings, was voted to "pay his Landlord," if the same was found to be due. This same James Kirkwood appears to have attended and waited on the Society at the meetings about this time.

September 2nd, 1788. Two hundred letters in legal form given by Wm. Tudor, Esqr., were ordered to be printed, for the purpose of reminding delinquent members of their obligations. October 7th, 1788, voted, "That Capt. John Callahan be authorized to receive the ballance of those Members which are in London who are in arrearages to this Society as he will have a Letter with their accts. & his Receipt shall be their Discharge." These were probably members before the Revolution, who had gone home to the Mother country.

"The Committee appointed to form a design of an Engraving for a Certificate to New Members, Report one, on which, Resolved, The said Committee be authorized and directed to compleat the same, making such alterations as they think proper, and they agree with some Engraver to engrave it, and to have it done as soon as Possible."

At the Annual Meeting, in November, 1788, assistance in a very wordy manner was rendered the Widow North. The Treasurer was "Empowered to Execute a legal Deed of the Societys Land in Framingham to Anne Johnson complying with the Terms of purchase agreed upon by the Committee." Twenty dollars was voted to Capt. Welsh "as Clerk to the Society." A Committee was appointed "to agree for a Dinner," and it was voted that "the above Committee invite three of the Clergy to dine with the Society on Wednesday next."

At this date, the Society appears to have had in land, sundry loans, and investments, £1377 2s 3d, and the Treasurer, Nathaniel Patten, had cash on hand £96 7s 5d, in all, £1473 9s 8d. At the December meeting a committee was appointed, "to settle the Debt due from Capt. Job Prince on the best terms and Conditions that Circumstances will admit of, either by Compounding the Debt or Otherwise, as they shall think most for the Interest of the Society."

At the meeting January 6th, 1789, at the Bunch of Grapes, it was voted, and a committee was appointed "to dispose of, and Execute a Deed of the Societies Land in Little Cambridge."

February 3d, 1789. "The Impression of a Copper plate for a Certificate of Members was laid before the Society and it being represented that a Number of Members would go to Sea before the next Meeting," voted, "That the Committee appointed to agree for the Plate with Mr. Callender have a Number of Impressions directly struck off and delivered to the Master, who is requested to Sign the same, Countersigned by the Clerk and delivered to all such Members as desire them."

At the meeting, March 3d, it was voted “That the Secretary be directed to discharge Mr. Callenders Bill for Engraving a Plate for the Society.” This appears to show conclusively, that the copper plate engraved for the certificate was *not* done in England, as has been thought by some to be the case.

In May, 1789, it was voted, “That the Portrait painting of Capt. John Blake, be delivered to the President who will take Charge of it for the Society.” It would be curious to know what has become of this “Portrait painting,” and the idea suggests itself, if none of the present members, especially the Ex-Presidents, may not be induced to give a “Portrait painting,” or at least a large sized photograph of themselves to the Society, to help adorn and beautify the room?

At this meeting it was voted, “That a Committee be appointed to Communicate to the different Marine Societies in Salem and Newbury Port, the intention of this Society to Survey Georges Banks and Nantucket Shoals, and request their Assistance in Carrying the Design into execution.” One cannot fail to notice what a favorite word “Execution” has become of late with our worthy ancestors.

At the next meeting, in June, the matter assumes a somewhat different phase, for we find it then voted, “That a Committee be now appointed to write to the Marine Societys at Salem and Newbury on the Propriety of representing to the General Court the Dangers Attending Trade and Navigation from the incorrect Drafts of St Georges Bank and Nantucket Shoals, and to request that Measures may be taken the ensuing year to effect a Survey, and in Case they shall approve of this

Plan, that this Committee in conjunction with Such as the Other Societies may appoint, present a Memorial for the purpose."

At the meeting of August 3d, 1789, "a Motion was made to appoint a Committee to examine into the Merits of Mr. Burgis's intended publication of improvements upon the Seamans Daily Assistant and if found worthy the Attention of the Society to report accordingly, and the question being put it passed in the Negative, as Mr. Burgis has produced no Recommendation of his Character and Scientific Abilities which are Necessary before this Society can with Propriety attend to applications of the kind stated in Mr. Burgis's Letter."

"A Printed Advertisement signed Bartholomew Burgis being read, in which Appears the following clause, viz, 'That His Charts of the coast of America would be approved of and signed by a Member of the Marine Society before delivered,' " which being considered, thereupon voted, "That the said Mr. Burgis had no authority for inserting such a clause in his advertisement, he being altogether unknown to this Society, and that this Resolution be published." The Society evidently did not mean to be trifled with by Mr. Burgis, or any other man, in those days.

Sad to say, at the October meeting, this year, John Blake, who gave the "Portrait painting" in May, petitions for relief, and "Twenty dollars" is voted for that purpose. Truly, judging from the records, there was full as much unthrift among the master mariners then, as now, and the rolling stones of that day gathered no more moss than at the present.

At this meeting they appointed a Committee to consider a letter of Mr. Matthew Clark, " respecting a Sett of drafts of the Coast intended to be published by him, and that they examine said drafts and report what shall in their opinion be proper to be done by the Society."

The Annual Meeting, November, 1789, was held at the Bunch of Grapes: officers for the ensuing year were chosen. It was voted, and a Committee appointed, in "Case of Accident happening to the Treasurer" — "to take the effects & money into their own hands & account with the Society for the Same." It was also voted, "That Capts. Dunn, Hatch, Deblois, Jones and Howes be recommended to the Hon Jons. Lowell Esqr Judge of this district to be Surveyors, for the Port of Boston, and that a Copy of this Vote be presented him for his approbation."

A Committee of Tudor, Mackay, Dunn, Deblois, & Cabot was appointed "to answer the Letter from the Treasurer of the United States, & to give him such information as shall conduce to the publick Benefit." A committee was appointed "to agree for a Dinner" and to "invite three of the Clergy to dine with the Society, Viz, Revd. Joseph Eckley, Revd. Jere. Belknap & Revd. Jno. Clark."

At the meeting held on 1st December, 1789, a further vote as to bringing more pressure to bear on delinquent members, was passed. Another, with reference to "the petition of Mathew Clark respecting Batholomew Burgis' Charts of the American Coast." "The Presdnt having informed the Society that the Comisary General had requested the advice of the Society

respecting the fixing of the Beacon in the lower harbour," a committee was appointed to confer with him, "provided he applies in writing for their advice and assistance."

Further, "As it appears to the Society that his Excellency John Adams Esqr. Vice-President of the United States was admitted a member of this Society in November 1788 Voted, That the Secretary fill up a Certificate agreeable to that date & forward it to the Vice-President." It was also Voted, "That the Committee that was appointed to answer the letter from the Secretary of the Treasury be a Committee to wait on Gen. Lincoln & inform him of the proceedings of the Society respecting Light houses, Boys &c." probably buoys.

January 5th, 1790, at the Bunch of Grapes, the Society, under certain conditions, authorize Mr. Osgood Carlton "Teacher of the Mathematicks," to examine and sanction the charts of Bartholomew Burgis "before they are offered for sale."

Few of the meetings found a quorum until 6th July, 1790, when, at the Bunch of Grapes Tavern, twenty Members were present. It is then recorded that, "The President having informed the Society of the decease of Capt. Nathl. Pattin Treasurer Voted That the Society will attend the funeral in Procession from his late dwelling house in Roxbury, and that carriages be provided for the members at the expense of the Society, & that Capt. Prince, Jones & Williams be a Committee to provide the Carriages."

Then comes the following "Letter to the President of the Marine Society from Capt. James Magee."

SIR:—I have the honor through you to present to the Honorable Marine Society, two Bowls & two Pitchers, which you will please to present them in my name, and you will much oblige,

your Humb. Servt..

JAMES MAGEE.

N. B.—The Seal of the Society got melted in passing through the warm Latitudes & was not in my power to have it put on the Bowls.

“ The President having communicated to the Society the above Letter, It was voted unanimously, That Capt. Mungo Mackay, Capt. Samuel Dunn & Cap. James Prince be a Committee to wait on Capt. James Magee and to acquaint him in the name of the Society, that they not only with pleasure accept the polite and elegant present made them this evening, but that they feel particularly gratified by the affectionate & friendly manner in which this testimony of his esteem for this Society was communicated, & the Master is requested to take charge of the Present & to have a box provided to keep them in.”

While referring to Capt. Magee, it may not be amiss to state, that on the old Burial Hill at Plymouth is a stone on which is inscribed :

“ In memory of Seventy-two Seamen, who perished in Plymouth harbour on the 26th and 27th days of Decr. 1778, on board the private armed Brig Gen. Arnold of twenty guns, James Magee of Boston Commander, sixty of whom were buried in this spot.

“ This monument marks the resting place of sixty of the seventy-two mariners who perished in their strife

with the storm, and is erected by Stephen Gale of Portland, Maine, a stranger to them, as a just memorial of their sufferings and death.

"Capt. James Magee died in Roxbury, Feby 4th, 1801, aged 51 years.

"Oh falsely flattering were you billows smooth,
When forth elated, sailed in evil hour,
That vessel, whose disastrous fate when told,
Filled every breast with sorrow, and each eye with
piteous tears."

At the meeting September 7th, 1790, it was proposed that Mr. Osgood Carlton, the "Teacher of the Mathematicks," referred to a few meetings back, be a member of the Society. October 12th, 1790. "A letter was laid before the Society by its President from Genl Lincoln respecting the building a Cutter for the protection of the Trade. Voted That Capt. M. Mackay, Thos Russell, Capt. Crowell Hatch, Capt. J. F. Williams & Capt. Tristram Barnard be a Committee to report the dimensions of a vessell suitable for the purpose & to reply to Genl Lincolns letter."

"The Committee reported that the President return the following answer:

October 13th, 1790.

GENL LINCOLN,

SIR:—The Marine Society met last evening at which time I laid your letter before them, and agreeable to your request they took the business into immediate consideration, respecting the size of a vessell suitable to protect the Trade on this Coast & give it as their opinion the dimensions should be as follows: Forty eight feet Keel, Eighteen feet Beam & seven feet

hold, makes about Sixty three Tons & be rigged a Schooner. The Marine Society will always be ready to aid & assist the Trade so as to promote the Gen. Good. In whose behalf I am

Yr most hum. Servt,

MUNGO MACKAY.”

“Voted That a Committee be appointed to consider what spot of ground may be the most convenient for the erecting a Marine Hospital, the kind of building that will be most convenient & its expence, also to make a Calculation of the annual income that will arise from a Small Tax on Seamen for the support of said Hospital and report at the next meeting.”

At the meeting of 2d November, 1790, at the Bunch of Grapes Tavern, we read, “The Committee appointed at the last monthly meeting to consider what spot of ground may be the most convenient for the erecting a Marine Hospital take leave to report, That from a variety of Considerations they are of opinion that some spot of the Heights of Charlestown East of the Town is the most eligible situation for such a Building. The remainder of their Commission they beg leave to defer until they obtain further information. By order of Thos Russell.” “Voted That the Committee be further instructed to draw a petition to Congress, setting forth the utility of a Marine Hospital & pointting out the means of supporting one.” At this meeting Gen. Lincoln was proposed as a member, the rules were suspended, and he was voted in unanimously and at once. The rules were often suspended for similar purpose, and there seems no reason why the same

should not be done now, especially in the case of an Honorary member. This Gen. Benjamin Lincoln seems to have been a man of position and influence. It was further voted "that Capts Bass, Hayman, Lyde, Sohier and Welsh, Be recommended to the Hon. J. Lowell Esqr. Judge of this district to be Surveyors for the Port of Boston, & recommend that 12s pr day be allowed for their services, provided it does not exceed a day." A Committee of three was appointed to "provide a Dinner for Tuesday 9th inst, and to invite three of the Clergy to dine with the Society Rev. Mr. Everett, Mr. West & Mr. Clark."

January 4th, 1791, "The Committee on the subject of the Hospital reported a petition to Congress & sundry letters which were accepted and ordered to be sent forward."

February 1st, 1791, it was "Voted That the Expence of the Evening at every meeting in Feby, May, Augst & Novr shall be defray'd from the funds of the Society."

August 2d, 1791, the receipt is acknowledged of a "Number of Sermons preached at the funeral of Mr. Johna. Gardner, from the Marine Society at Salem." Various applications appear, from time to time, from men wishing to be appointed Boston pilots. Some are appointed, and others dismissed for lack of sufficient knowledge.

February 7th, 1792, "Voted that a Committee be appointed to wait on his Excellency the Governor, to request him to apply to Congress that a Light House may be Erected on some part of Cape Cod & that the Committee be requested to give to the Governor their reasons in Writing why a Light House should be Erected

on Cape Cod." At this meeting, amended By-Laws were read and adopted. In general tone and effect they differ in small degree from those of the present day. A letter was received from the Marine Society of Salem, asking the co-operation of this Society in urging Congress to build a light-house at Cape Cod, to which reply was given, "that this Society had already taken action in that direction, asking the Govenor to press the matter upon Congress and inviting the Society of Salem to join with this, if they approved such effort."

April 2d, 1792, "A Quorum not being present and it being suggested that Mrs. Knight Relict of Thomas Knight late of Boston deceased, wished the Interference of the Society respecting an Execution against her as Administratrix on the Estate of said Thomas Knight, by James Prince Administrator on the Estate of Job Prince deceased, a Debtor to this Society, it was Recommended that Alexr Hodgdon & Wm. Scollay be a Committee to confer with Mrs. Knight, and Capt. James Prince on the Business, & report at the next meeting." This shows that at that time the Society aided its members and their families in other ways than by pecuniary bounties. At the May meeting the Society voted to receive the assignment of this debt from James Prince, and would deduct it from the next "dividend ordered by the Judge of Probate to be paid the Society from the Estate he represents."

"Capt. Jona. Foster Williams, presented to the Society the Result of sundry Experiments he had made, to Extract Fresh Water from Salt, with a plan of the Apparatus made use of by him for the same. He also introduced the various kinds of Water thus Extracted some

of which was made into Punch & highly agreeable, as respected taste and smell, being quite pure. It was therefore on Motion Unanimously Voted That the Thanks of the Society be given to John Foster Williams Esqr for his Communication and that the same be Printed in the Columbian Centinel & Massachusetts Magazine for the advantage of our Sea faring Brethren." The difficulty seems *then* to have been, that of fresh water for the punch, *now* it is the other essentials. Another resolution was passed, requesting James Prince to let up on his demand against Mrs. Knight, and offering concessions on the part of the Society, as to his indebtedness, if he did so.

August 7th, 1792, "On the Petition of Capt. Jno. Blake praying Relief, Voted that the Committee of Relief be empowered to procure a place for the said Jno. Blake to board at, the expence to be paid by the Society, provided it is agreeable to said Blake or relieve him in any other way at their discretion." "Voted that a Committee of Five be appointed to write a Letter to Secretary Hamilton, requesting that a Buoy or Buoys may be placed on the Harding Rocks & elsewhere, as they shall think proper and report."

On the 1st November, 1792, the Society appears to have had, by the statements of Alexander Hodgdon, Treasurer, in notes, bonds, and securities of various kinds, \$7276.22, and a further amount in older securities, representing £215 7s 9d sterling, in all, about \$8300, estimating the pound roughly at five dollars. At the meeting, 1st January, 1793, the Secretary was voted "Twenty Dollars in addition to his Salary, for his extraordinary Services the Year past."

At the February meeting, on the “Petition of John Blake praying Relief, Voted that he be put to Board in the Country as conducive to his Comfort as well as the honor of this Society, upon the best terms the Master can obtain, and that he be relieved with Fifteen Dollars.” The question naturally suggests itself here, if similar modes of procedure may not occasionally be judicious and humane in the future? “Further experiments of Capt. Jno. F. Williams respecting the extracting of Fresh Water from Salt”—and it is to be hoped, *with punch*—were ordered “to be printed in such manner as shall be for the greatest public advantage.” May 7th, 1793. “Capt. Kirkwoods Funeral charges & for clothing for Capt. Blake,” were ordered to be paid. A Capt. David Brace applies for relief, and is answered, “that altho they feel themselves impelled by the tenderest feelings of humanity to grant him his request, find themselves restrained therefrom by the regulations of the Society not permitting the relieving any person that is not a Member thereof.” And here we find the unwelcome suspicion forcing itself upon us, that our elder brethren did not, nautically speaking, always “pay and go,” for there comes before us “the petition of Mrs. Sparhawk praying payment for the use of her house in the year 1782,” and a Committee is ordered to inquire into the circumstances and report thereon.

At the meeting in January, 1794, “On the petition of Ann Coppinger praying relief, Voted that she be relieved with Twenty Dollars, and the Clerk be directed to inform her that as her Husband did not comply with the Regulations of the Society, it will not be in their power to grant her any further Relief.” A resolution

was passed to notify "persons holding the Money of the Society by Bond and Mortgage" if said mortgages were not discharged, their "Bond will be put in Suit immediately."

May 6th, 1794, at the Bunch of Grapes, "A Letter communicated to the Society by Capt. James Scott from Benjn Hallowell at London" was read, "with a Bill on Moses Gill Esqr for his Arrears due the Society, considering himself a Member till the Year 1776." It seems Hallowell joined in 1749, was Master in 1762, but apparently sided with the parent country at and after the Declaration of Independence.

September 2d, 1794, Bunch of Grapes Tavern, voted, "That the president is desired to speak to Mr. Wm. Furness and know if it is agreeable to him to act as Secretary to the Society." Voted, "That Capt. Johnn. Blakes bill for Board the last Quarter be paid—and also—Ten Dollars be allow'd him for Clothing including what he has rec'd from the Master."

November, 1794, a Committee was appointed, "to make sale of the Societys Lands situated in Little Cambridge and pay the net proceeds into the hands of the Treasurer." In stocks and securities, the Society appears to have had at this date, \$7994.04.

October 6th, 1795, a rather lengthy proposal from Capt. Benj. Homans, jr., was submitted, that each master, in active service, should donate to the Society whatever letter money might be received from the Post Office, the same for the Society's benefit. Capt. Blake's board continues to be paid, and at what are styled the "Annual Feasts," no more clergymen are invited, the clerical influence seeming to wane about this time.

January 5th, 1796, a Committee was appointed to petition Congress once more for a light-house on Cape Cod, and to ask co-operation of the Humane Society and the Marine Society of Salem.

On February 2d, 1796, the Committee above referred to " reported the following Memorial, which after being read was unanimously accepted & accordingly Voted That the Master forward the same to Congress as soon as may be."

To the Senate and to the House of Representatives in Congress assembled at Philadelphia Feby 1796:

The Boston Marine Society beg leave most respectfully to represent. That the frequent shipwrecks which take place on Cape Cod within the Commonwealth of Massachusetts, renders every attempt to prevent such melancholy accidents interesting & important. The erection of a Light House on the Highlands of that Cape, is perhaps the only measure that could aid the Navigator in this respect, upon that dangerous winter Coast. Your Memorialists beg leave to call the attention of Congress, as the protectors of the Commerce, and Guardians of the Lives of the Seamen of our Common Country, to this subject & to sollicit, in behalf of our exposed meritorious Marine Brethren, that an Inquiry may be made into the Expediency of the Mission, and if found necessary that, a Light House may be erected on the high Lands of Cape Cod, under such Regulations as Congress shall think proper to establish.

By order & on behalf of the Boston Marine Society.
(Signed.)

August 2d, 1796. At Concert Hall, it was voted,
“that the following Gentlemen be a Committee to confer
with the Chamber of Commerce respecting the pilots
and rate of pilotage of vessels into this port, and said
Committee are hereby authorized to recommend and
agree to any regulations respecting the same, which
they may think fit & beneficial.” Dommet, Goodwin,
Smith, Doane, Mackay, Committee. This is the first
we hear of a Chamber of Commerce, and to *this* date,
the matters of pilots and pilotage seem to have rested
wholly in this Society.

An often recurring suspension of the rules, in order
to vote in members at the time of their proposal, is
noticeable throughout the records so far. Capt. John
Blake is still boarded and otherwise cared for by the
Society. December 6th, 1796, at Concert Hall,—which
by the way stood then, according to Drake, where we
can all remember it under the rule of Peter B. Brigham,
as standing corner of Court and Hanover streets.
“Gen. Lincoln communicated to the Society the doings
of Congress respecting a Light House to be erected on
some part of Cape Cod, that he was desired by the
Secretary of State to furnish a plan and point out the spot
where it would be best to place it and that he should
feel himself better able to make up his reports by the
advice and assistance of the Gentlemen of this Society,
accordingly the business was considered & finally Voted
as the Opinion of this Society that one light would be
best and would answer every purpose provided it was
so constructed as to be seen one Minute and hid from
the sight the next minute and so on alternately, also that
the Light should be Fifty feet from the ground.”

"Genl Lincoln also mentioned the necessity of Buoys being placed in and about Boston Harbour and that some regular and better mode of pilotage should be adopted"—meaning, probably, pilot rules or regulations—"that he had it much in his power to forward such desirable objects provided he was assisted by the Gentlm. of this Society in making such communications as would point out the manner of such reforms." Therefore it was voted, that Capts. Mackay, Williams, Magee, Hopkins, and Dunn, "Be a Committee to consider of the above matters and inform themselves of ye probable expence of the Buoys, where it would be best to place them & what number would be necessary—in what form they should be made &c, and report as soon as possible."

The General Lincoln so often referred to was General Benjamin Lincoln.

At the meeting of February 7th, 1797, held at Concert Hall, we find the following record of "Expences Pd Jones for attendance 9s. Pd Vila for Punch &c £1 10s." Punch being always spelled, whenever referred to, with a "big, big" P.

A *special* meeting of the Society was called March 23d, 1797, and we read, "The business of the evening was opened by Capt. Thomas Dennie the Master, who informed the Gentln Present that the Meeting was call'd for the purpose of determining on proper persons for Pilots of Boston Harbour to be recommended by this Society to the Governor & Council according to the New Act which passed the last session of the Genl Court respecting pilots, whereupon an extract from the Act was read and the following votes passed:" "the

following persons are suitable for inward Pilots of Boston Harbour" Thomas Knox, Charles Cole & Robert Knox, and for outward pilots, Benjamin Smith, Josiah Ayers, Thomas Bernard, Nathaniel B. Lyde.

A Committee, consisting of Dennie, Knox, Scott, Williams, and Dunn, was appointed, "to attend Genl Lincoln and afford their advice and opinion in placing Buoys in the Harbour of Boston." Thanks were voted "to Brother Lincoln for his attention and services." July 4th, 1797, a committee of five was appointed "to advise with Genl Lincoln as to the construction & make of the Buoys etc to be placed in & about our Harbour." At the meeting 5th September, 1797, at Concert Hall, "Genl Lincoln informed the Society, that the Light House on Cape Cod was to be distinguished from the Light House in Boston, by having an eclipser regularly passing round it so as to exclude the light from the approaching mariner. He asked the opinion of the Society what space of time should elapse while the eclipser is making one revolution." "Voted a reconsideration of the vote on the subject passed Decr 6th 1796 and Voted as the opinion of the Society that *Eighty seconds* will be a proper space of time for the eclipser to make one entire revolution."

A special meeting was called at Concert Hall, 20th October, 1797, when it was voted, "That a Committee of three be chosen to attend with Capt. J. F. Williams in tak'g the bearings & distances &c. of Cape Cod Light agreeable to the request of Genl Lincoln per his letter 18th inst." Craft, West, and Hills, were made the Committee, and it was voted, "That Capt. Williams should request Capt. Thos Barnard—a Branch pilot of

Boston — to attend with the above Committee, and that he be compensated by the Society for his time and services.” November 7th, 1797, \$66.70 was voted to pay the board and sundry expenses of Capts. Blake and Eaton. It was also voted, “That a Committee of Five be chosen to correct for the Press & publish the Report respecting the bearings distances &c. of Cape Cod Light.” “A public dinner” was voted, and that the report on “Cape Cod Light — after being corrected and printed— be recorded by the Sectry in this book.” On the 2d January, 1798, it was “Voted That the compensation to Capt. Thos Barnard for his time and attendance with the Committee in tak’g the bearings & distances of Cape Cod Light be paid him, Amtg to Twenty dollars.” It was further voted, “That the Directions for sailing by Cape Cod Light House approved by this Society at their meeting 7th Novr last, and which are as follows * * * Be printed at the Societys Expense and a number be left at the Custom House to be delivered Gratis to every Master of Vessel whether of this Association or not — who may wish for one, and the Sectry is hereby authorized to pay the charges of the same.” Here follows nearly three close-written pages of sailing directions for passing Cape Cod, and the safe navigation of Boston and Cape Cod bays.

One cannot but be impressed by the liberality and generosity that characterized the Society in these early days of its struggle for existence. The accounts are kept mainly in sterling, though United States currency — dollars and cents — is often given and quoted. On February 6th, 1798, there is entered under the item of “Expences,” “Pd Vila” — the landlord of Concert

Hall — “for Room, Candles & Fire 3 Meetings & for Punch this Meetg \$11.01 — £3 6s od” so that roughly rendered, it would read thus: room, candles, and fire, three meetings, \$5.50; Punch, one meeting, \$11, which shows their high appreciation of the essentials for good fellowship.

A petition from Capt. Lyde for relief, being read, it was voted, “that he be further relieved with the sum of Forty dollars” and a Committee of three was appointed to look into his case, “and to advise him to such measures as may tend to the Honor of this Society.”

A letter from Capt. Wm. Coombs was read, “recommending a Chart of St Georges Banks &c,” and “another Letter from Edmund M. Blunt the publisher of said Chart, with his propositions,” so a committee of five was appointed “to examine the same and report next meeting.”

It was voted, “That the balance which may appear to be due Mr. James Vila for the Annual Feast of Novr 1796, be paid him from the stock of this Society.”

Voted, likewise, “That a Committee of *Five* from this Society be chose to draft a petition to our Federal Government to appoint a competent person or persons to survey the Sea Coast, Shoals & Soundings of the United States for the general benefit of Navigation & Interest of the Commercial world, at such time as may appear proper for pursuing such a plan.” It was likewise voted, to ask the co-operation “of the different Marine Societies in the United States towards this end.” At the next meeting, however, on March 6th, it was voted, that the above Committee “are hereby directed

to suspend all proceedings till further orders of the Society." Then, the "Committee appointed last meeting to examine Mr. Edmund Blunts chart of Georges Bank and Nantucket Shoals, having attentively perused and compared said Chart with the former Charts and having taken the best information and advice thereon, as well from their own individual experience do hereby make the following Report upon Mr. Blunts Chart, Viz :

" 1st, That Mr. Blunt offers no proof of any actual observations upon Georges Bank and that if copied from any former Charts, it must be subject to their Errors.

" 2nd, That as the authority of Mr. Blunts Chart appears to be founded upon an actual survey of Mr. Paul Pinkham, & he has given Mr. Pinkham the credit of having made such a survey, there is no proof to satisfy us that Mr. Pinkham has ever made a survey of Georges Bank, as mentioned in Mr. Blunts address to the Public annexed to his Chart.

" 3d, That it is necessary to fix the certain situation of the Shoalest part of Georges Bank and the exact soundings round it within the limits of Shoal water, the effect of the tides, and the shifting of the shoal, *if shifting or stationary.*

" 4th, That no person in surveying said Bank or in making any actual observations upon it, would omit to notice the quality of the ground at each sounding, and that it is essentially necessary to a Chart for the governing of Mariners aright to fix the boundaries & extent of the Bank, the first soundings in coming on and going off, and the nature of adjacent soundings, and that the south Channel lying between Nantucket and Georges and as far as it extends Southwrd is known to have a

bottom peculiar to itself and different from that of the Banks on either side.

“ 5th. That Mr. Blunt appears to have varied & omitted some parts of Paul Pinkhams Chart of Nantucket & the Shoals and that Mr. Pinkhams Chart has been generally approved of as far as it extends.

“ 6th, That Mr. Blunt in his Chart of Cape Cod has varied the actual form of said Cape, ascertained by a late survey under the direction of the Boston Marine Society, and that consistently with our Duty to our Brethren Mariners as well as to mankind in general, we cannot recommend a Chart which appears deficient in any part and which may expose their Lives & property from the Errors of a Chart not drawn from actual survey.” Signed by Williams, Homans, Hopkins, Prince, and Fletcher, Committee. This report was accepted, and it was voted, “ That a Copy be forwarded to the President of the Marine Society at Newburyport,” and “ further proceedings suspended till the next Quarterly Meeting.”

A committee of five was appointed to receive complaints “ in writing ” of neglect of duty on the part of any pilots, laying the same before the Society for action, and this Committee were instructed to report “ those resolutions which in their opinion will render the piloting in and out of this Harbour, more safe and interesting to the Trade and to the pilots themselves.”

May 1st, 1798, was paid “ Vila for Room & Candles three Evenings to this Meet’g inclusive & for Punch this Evening, £2 2s od.” There seems no room to doubt but our worthy Fathers attended strictly to their business, and their punch.

At this meeting, “the Secty was Empowered to have 200 copies of the By Laws” printed, and the following Note inserted. “Note, The members of the Society are hereby reminded that for all Sea Letters which they may deliver at the Post Office, The post Master instead of the money will give a Receipt for the same to be accountable for the Amount to the Secretary of this Society, which Receipt they must lodge with the Secty for collection, it being a Voluntary & free donation of the Brethren to the Funds of this Institution.”

August 7th, 1798, “Punch this Evng.” Room, candles, and attendance, £3 9s.

On the 4th September, 1798, “A petition signed by forty persons Inhabts of Provincetown recommending a Mr. Geo. Nicholson as pilot from Cape Cod Harbour to Boston Light, Salem, Cape Ann & Newbury bar and to Plymouth being read, Thereupon Voted That the Secry inform Mr. Daniel Sargent who handed the petition — that the regular Channel for such an application is first to the Govr and Council.”

Voted, “That the Society address the President of the United States on the present important state of the political affairs of this Country.” Voted, that “Wm. Tudor Esqr, Simon Elliott Esqr, & Capt. Thos Dennie be a Committee to draft an address for the above purpose.”

The Society was evidently not so fearful of politics in those days as it has since become.

“The Committee retired from the room and about half an hour afterwards return’d with the following address.”

To the President of the United States of America:

The respectful address of the Boston Marine Society
in the State of Massachusetts.

SIR:—At a time when the existence of our independence is struck at; the Sovereign rights of our country violated, by the refusal to receive our Ambassadors, specially commissioned as the ministers of explanation and concord; and this haughty and hostile aspect, accompanied with the most indiscriminate spoliations on our Commerce, grounded on the false, contemptuous opinion, that we are a mercenary, defenceless and divided people, it surely becomes the duty of every Citizen, and incorporated bodies in particular, publickly to express sentiments, which, may convince the world as well as the French nation, that they indignantly feel, dare resent and hope to avenge, the injured and insulted character of our common country.

Although it is not for nations to command they certainly may deserve success. The Arms of our country have too recently with effect resisted the claims of the first maritime power the earth ever knew, for her Sons to now meanly crouch to the insatiable cupidity and distant domination of an insolent and inferior foe.

When friendship becomes insult, or is permitted only on exclusive terms, dictated and imposed by a corrupted and corrupting government, it is time to shake off such a debasing yoke. Better at once to commence generous enemies than maintain a deceptive and precarious connection with such insidious friends.

Had the French people confined their efforts to the annihilation of their monarchy and all its collateral props, and to the erection of any other system of rule,

the business and its local consequences ought to have been left to themselves; But when we find this nation, after having completely attained the professed object of their warfare, with savage hostility in many instances, and in others, artfully aiming at the utter subversion of the political, religious and social institutions of all governments, which time, experience, and even freedom, have sanctioned, they become the enemies of all mankind, and ought to be opposed by every country, that has any pretensions to Principle, Spirit or Patriotism.

These Sir are our sentiments, and we trust they actuate, and glow, in the breasts, and if necessary will nerve the arm, of the great mass of the free and enlightened citizens that compose the American nation; and who must rejoice that their beloved *Washington* has been succeeded by a man who treads with equal step, the honest, plain and strait road, so strictly followed by that wise and able Statesman.

Extensive as the commerce of the United States has become under a popular government, wisely administered, and distant as our shores lie from the European Continent, wooden walls, are confessedly our best defence. You Sir appear early and justly to have appreciated this system of protection. Many of this Society have been engaged in maritime warfare; and when their country again calls they trust under your pilotage, they shall not be found wanting.

A life like yours, so long successfully employed in public energy and patriotic effort, has now become an important object of preservation. May Heaven preserve it with invigorated health, and a kind Providence enable you to augment your well founded claims to national

gratitude, by a faithful, firm discharge of the numerous duties and momentous services committed to you by the constitution and councils of our Country, and in which Europe and the world may eventually be so much interested.

By order and in behalf of the Boston Marine Society.

(Signed) THOMAS DENNIE, President.

(Signed) WM. FURNESS, Sectry.

“Which being read to the Society (by Judge Tudor) it was thereupon voted That the said address be again read Paragraph by paragraph, which after having gone through was by a Unanimous Vote accepted.” “Voted that a Committee of *seven* be chose to present the address to the President of the United States, and that it be signed as above, by the Presdt of this Society attested by the Secty.” “Voted That Capt. Thomas Dennie, Capt. Nathl Goodwin, Wm. Tudor Esqr. Capt. James Scott, Capt. Nathl Thwing, Genl Simon Elliot and Capt. Mungo Mackay, be the Committee.”

“Friday Sept. 7th, 12 o'clock. The Committee waited on the President of the United States at his Seat in Quincy, with the address which was delivered to him by Capt. T. Dennie and the following received for Answer.”

To the Boston Marine Society:

GENTLEMEN: I thank you for this respectful address, The existence of the independence of any nation, cannot be more grossly attacked, the sovereign rights of a country cannot be more offensively violated, than by a

refusal to receive Ambassadors sent as Ministers of explanation and concord;—especially if such refusal is accompanied, with public and notorious circumstances of deliberate indignity, insult and contempt. Indiscriminate despoliations on our commerce, grounded on the contemptuous opinion that we are a divided, defenceless and mercenary people, are not so egregious and aggravated a provocation offered to the face of a whole nation as the former. I rejoice that you indignantly feel, that you dare resent, and that you hope to vindicate, the injured and insulted character of our common country. When Friendship becomes insult, or is permitted only on terms dictated and imposed, it becomes an intolerable yoke and it is time to shake it off. Better at once to become generous enemies than maintain a delusive and precarious connection with such insidious friends. Whatever pretext the French people, or a French Prince of the blood with his train, or a combination of families of the first quality, with officers of the Army had for their efforts for the annihilation of the monarchy; We certainly, far from being under any obligation, had no right or excuse to interfere for their assistance. If by collateral props of the monarchy you mean the nobility and the Clergy, what has followed the annihilation of them? All their revenues have been seized and appropriated by another prop of the old monarchy the Army; and the nation has become as all other nations of Europe are becoming if French principles and systems prevail, a congregation of Soldiers and Corps. The French Revolution has ever been incomprehensible to me; the substance of all that I can understand of it, is, that one of the pillars of the ancient monarchy, that is the Army,

has fallen upon the other two the Nobility and Clergy, broken them both down, the building has fallen of course, and this pillar is now the whole edifice. The Military Serpent has swallowed that of Aaron and all the rest. If the example should be followed through Europe, when the Officers of the armies begin to quarrel with one another, five hundred years more of Barons Wars may succeed.

If the French therefore, will become the Enemies of all mankind by forcing all nations to follow their example, in the subversion of all the Political, Religious and social institutions which time. Experience and Freedom have sanctioned, they ought to be opposed by every Country that has any pretensions to principle, Spirit or Patriotism.

Floating batteries and wooden walls have been my favorite System of warfare and defense for this Country, for three and twenty years. I have had very little success in making proselytes. At the present moment however, Americans in general, Cultivators as well as merchants and mariners, begin to look to that source of security and protection, and your assistance will have great influence and effect in extending the opinion in theory and in introducing and establishing the practice.

Your kind wishes for my life and Health demand my most respectful and affectionate gratitude, and the return of my sincere prayers for the health and happiness of the Marine Society at Boston, as well as for the security and prosperity of the Military and Commercial Marine of the United States, in which yours is included.

(Signed) JOHN ADAMS.

Quincy, September 7th, 1798.

At the Annual Meeting at Concert Hall, 6th November, 1798, sundry reliefs were voted, and "Fifty-two dollars to pay Capt. Blakes bill, board at Mr. Eatons, also Voted to furnish Capt. Blake with a comfortable suit of Clothes, and good warm great Coat at the Societys expense." Officers were chosen for the ensuing year, the accounts audited, and it was "Voted that all Applications for Relief be presented to the Master at least Ten days before the meeting, and that he hand the same to the Committee of Relief, in order that they may enquire into the particular situation of the applicant and make report on each petition at the next meeting."

The Society seems always to have been very liberal; it seems likewise to have looked closely as to the necessities of those seeking aid.

January 1st, 1799, "a petition from Mr. Cole (Branch Pilot) being read" a committee was then appointed "to wait on Genl Lincoln, and request of him that Mr. Cole may be accommodated with a room at the Light House and use of the Wharf — agreeable to his Petition — which this Society conceive will be a Benefit to the navigation of Boston."

A committee was appointed "to enquire whether the Pilots recommended by this Society, have complied with the Act made by the Genl Court for regulating pilotage, and report at the next meeting."

Voted, "That the Vote passed last November meeting respecting petitions for Relief, be published by the Secrty in the Centinel, Mercury and price Current."

Voted, "That the Petition handed in this Eveng from the Vineyard pilots be returned to them, & they informed

that the Society consider it as a subject of too general a nature for them to act upon."

February 5th, 1799, a Committee was appointed, in consequence of complaints made as to neglect of pilots, "to receive in writing, complaints if any shall exist against the Pilots for the Harbour of Boston."

"Capt. John F. Williams presented — by the hands of the Sectry — one of his drafts of Cape Cod and Harbor to the Society hoping it would meet their approbation." It was accepted, and he was voted thanks, "for his exertions and accuracy in executing it and for his handsome and marked attention to this Society in the Dedication."

Then comes the following vote, which shows that irony and sarcasm were fully understood by our elder brethren. "That whereas it appears to this Society from the receipts of the Sectry, that the proportion of monies received for Letters in consequence of the liberal propositions of sundry members, throws a far greater proportion on Capt. Stephen D. Turner than any other member, it appearing that the whole sum received amounts only to \$57.20, and that Capt. Turner has caused to be paid of this sum \$50.48, the Society think it incumbent on them after returning their sincere Thanks to their Brethren in general, who have come forward in this business, to decline the further acceptance of their liberality in this respect, and they are discharged accordingly."

August 6th, 1799, a petition was received from Capt. Silas Dagget, asking the Society's recommendation as keeper of a light-house, to be erected at Gay Head; it was voted to recommend him, "should he find

it for his interest to surrender his other objects of business to this alone," and a committee was appointed to examine into the merits of "an improved lamp for Light Houses," shown by a Mr. Cannington.

October 1st, 1799, "Voted That the President of this Society make application to his Honor the Govrn & Commander in Chief of this Commonwealth, by letter, agreeable to the one presented & read this Evening by Genl Lincoln, for the removal of the Barn on Strawberry Hill (see letter on file)."

At the Annual Meeting, 5th November, the usual moneys were voted to the needy, officers chosen, and accounts audited. A public dinner for that day week was decided on, and voted that "Mr. Donham the man who distributes the notifcns and attends the meetings of the Society, be paid twelve shillings for this Eveng service — and all future meetings of the Society at which he may attend."

January 7th, 1800, at Concert Hall. The Committee appointed to examine and report on Mr. Cannington's improved lamps for light-houses, reported favorably. A light was exhibited from "the Cupola on the Top of the new State House," and part of the Committee on board the "Revenue Cutter nearly in the Centre between the State House and the light from Boston Light House, decided that the power and glare of the light far exceeded the light from the Boston light house."

At this meeting is found the following resolution, "That the Marine Society of Boston representing the Maritime interests of the Metropolis, will join on Thursday next to pay their tribute of respect to the

memory of the late illustrious political Father Genrl George Washington, and that the President and Vice president inform the Committee of Arrangements of this resolve, and request that a place may be assigned them in the procession, and that the president direct the Secry in case a place is so assigned, to notify the members to-morrow afternoon."

" Voted, as a Badge of mourning, that the members wear on the left arm, above the Elbow, a piece of black crape four inches wide, with an anchor on the same two inches long, of white silk, until the 22d February next."

February 4th, 1800, on motion of Capt. James Prince, it was " Voted that a special meeting be called next Friday Eveng, to know the opinion of this Society; if they will express in a manner more than they already have done any public testimonials to the memory of our beloved Washington."

At this Special Meeting of February 7th, there was a large attendance, but the record is incomplete. It was voted " That the business for which this meeting was called, subside." That brings us to the bottom of the page, even the last word unfinished, and turning over the leaf, we find the record of March 4th, so we shall probably never know what was done or omitted at that meeting.

July 1st, 1800, a select committee of five members was appointed to "call the inward branch pilots before them for examination respecting their duty—agreeable to the late Law of this State—and they are hereby authorized to consult an Attorney on the subject," also to "take into consideration the propriety of paying extra pilotage on Vessels riding Quarantine and are desired

to report in full at the next quarterly meeting." The whole matter of pilotage seems to have been virtually in the hands of the Society.

At the meeting of 4th November, 1800, we find, "as the opinion of this Society Mr. Lemuel Ayers," whom many of us remember, "is a suitable and capable person for an outward pilot for the Harbour of Boston." "A memorial from Mr. J. Churchman (respecting a new Edition with improvements, of a Book published by him entitled the Magnetic Atlas, or variation charts of the whole terraqueous Globe, designed to show the magnetic variation for any part thereof for the present time) being read to the Society, Voted, that Capts. Scott, Roberts, Dennie & Genl Lincoln be a Committee, to whom the above is referred, and they are requested to ask the assistance of Mr. Webber of Cambridge in their examinations, and report as soon as is convenient."

The 2nd December, 1800, at Concert Hall, a Mr. Wm. Paine requesting by letter "to be no longer considered a member," voted; "that his request be granted."

"Voted, That the Master direct the Treasurer by an order to pay the Committee who provided the last annual Feast the Sum of Twenty five dollars, the same being for the Club of eight persons invited by the Society at their said dinner."

January 6th, 1801, "The Committee appointed at the meeting in November to examine the merits of a memorial present to the Society by Mr. J. Churchman, respecting the variation of the Magnetic needle and a method of ascertaining the true Longitude at Sea, Have taken the matter into consideration and with the best advice they can get, find it a work of great merit, the

utility of which must depend on actual observation and experience. The Society wishing to encourage as much as in their power every improvement in navigation that can direct the mariner in his course and promote his safety, would recommend to their brethren to try Mr. Churchman's method and at the expiration of their voyages communicate the result and success of their observations." A communication "from Capt. Moses Barnard, respecting a Rock which he had observed on his last voyage to India," was referred to a committee, with instructions to report.

February 3d, 1801, the Committee "reported as on file." It was "Voted to accept their report and the Committee are hereby directed to publish in the Public newspapers as much of sd as they shall think proper and usefull to our seafaring Brethren." A Committee was appointed to look into certain claims to land in Framingham mortgaged to the Society, etc.

"Capt. John Choate (by Mr. Wm. Walter) presents his respects and requests the Societys acceptance of a Pair of Pitchers, he had made in Liverpool for their use & with the appropriate Badges of the time they were made." "Voted That the Society accept of the Pitchers presented by their worthy Brother, and return him with sentiments of lively pleasure their thanks for the same, & that the Seery furnish him with a Copy of the vote passed on the occasion."

"Voted, That the Society will attend the funeral of their departed Brother Capt. James Magee from his late dwelling House in Roxbury next Thursday afternoon precisely at three o'clock. That notice be given our Brthn. in the papers of tomorrow and the next day and

that Genl Elliot be furnished with a copy of this vote for the information of the Family." It is a somewhat odd circumstance that the funeral of Capt. Magee, who gave the first two pitchers and bowls, should be announced at the same meeting when the second two pitchers are given and accepted.

March 3d, 1801, necessary "cloathing" was voted Capt. Blake, and on application of a Mr. Clapp, for a committee to confer with him as to the merits of a "New American Seamans daily assistant," it was "Voted, That the Society approve of his exertions for our Sea faring Brethren, but as the work which he intends to publish will require a great deal of time in the examination, and as it must finally rest on its own merits, they must decline his request."

August 4th, 1801, "A letter from Mr. Horace Gould, presenting his nautical perambulator to the Society for their inspection, was considered, but no vote taken on the subject." The regular meetings were held, relief voted, and the usual business transacted, but nothing worthy of note till May 4th, 1802, when it is voted to pay the accounts of Capt. James Scott and Pearson Eaton "for Board attendance etc. for Capt. Jno. Blake till his Death (22d Febry 1802) amountg, in the whole to Eighty dollars & ninety seven cents," and a committee of three was appointed "to consider the propriety of erectg grave stones with suitable inscriptions to the memory of Capt. Blake, and report at the next quarterly meeting." On the 3d August following, the Committee "reported, that in their opinion it would be well to let the matter subside."

Annual Meeting, 2d November, 1802. "A letter from Wm. B. Seymour was read, accompanyd by one of his improved Shives requesting that a trial might be made of its utility &c (as on file.)" Officers chosen and resolutions to collect arrearages from non-paying members. Relief and supplies voted. Balance in the Treasurer's hands, \$872.01, but no statement of other funds or property of the Society.

May 3d, 1803, Capt. Matthew C. Groves makes a communication "relative to a discovery which he thinks he has made to ascertain Longitude." Read and referred to a committee.

On the 7th June, they report "That as the Truth of the Principle adopted by Capt. Groves depends upon Optical Instruments that cannot be procured in this Country the absolute result cannot now be ascertained, but your Committee think the Idea Ingenious & deserving Encouragement." A committee was appointed to look into the By-Laws and see if they required amendment.

September 6th, 1803, a Committee appointed to look into an "application of the Widow Doane" for relief, "did not think her an object suitable for the Charity of this Society." "Voted Unanimously to represent to Genl Lincoln, Collector of this Port, the immediate necessity of preserving that ancient Land Mark called Nick's Mate in this Harbour and request his recommendation to the Department of State that a Wall be built around said Nick's Mate to preserve it from total destruction by the violence of storms the approaching Season," and a Committee was "appointed to Communicate" the above to Genl Lincoln and confer with him thereon."

October 4th, 1803, the Committee on the By-Laws report in favor of a petition to the Legislature "to alter so much of the Charter as may be necessary" etc., The report, after debate, was "ordered to be printed" and "the Subject again taken up the first Tuesday in Decr next." "The admission fees were raised to twenty dollars, and the monthly assessments to twenty five cents for each member." "The Committee chosen last September to consider the state of *nicks Mate* made Report, which was referred to the Committee on the Bye Laws, and they are requested to draw up and submit to the Society for consideration a suitable representation to Congress on the Subject."

The annual November report states the increase of the Society's funds during the year to be \$645.41.

The 6th December, 1803, the Nix's Mate Committee "beg leave to report the following."

To the Honorable Congress of the United States:

The Boston Marine Society taking a lively interest in all that Concerns the Commercial prosperity of the United States, and feeling it a Duty incumbent on them to point out improvements or advantages which may immediately affect the Commercial interests of this Metropolis beg leave to represent to the Honorable Congress of the United States, the necessity of preserving an ancient Landmark of the greatest importance to the navigation of the Port of Boston, submitting with respectful deference to the National Legislature the following statement.

An Island called Nicks Mate situated about three miles within the Light House, and directly on one side

of the two principal Channels, was formerly an Island of more than 3 miles circumference, but from its exposed situation to the Sea, this Island is now reduced to a small heap of sand with a few Rods of the original surface continually decreasing & undermined by the Sea and surrounded by a body of Rocks which originally the foundation & now extending on all sides more than half a mile into the Channels, this Island serves as a land mark to all Vessels coming in through Broad Sound & ships passing through the main channel must necessarily go very near it. To preserve the remnant of this Island from total destruction is the object of this representation. The proprietor Mr. Thomas Knox is willing to cede said Island to the United States for the purpose if Congress in its Wisdom shall think fit to appropriate a sum of money adequate for the building a sufficiently strong *Stone Wall* round the remains of said Island & for placing thereon a Beacon. It is the opinion of this Society that a great saving to the revenue of the United States would eventually be the consequence of such precaution by preventing many of those accidents to which vessels are ever exposed in dangerous narrow Channels. It is to be feared that before another year the remainder of this Island will be washed away by the force of the Sea in Storms and that the Land will be driven into the main Channel & form some dangerous shoal and the tide then flowing over the foundation which will be covered at half tides, the danger must increase and accidents become more frequent to Ships entering the Port. From the extent of the above mentioned Rocks and the situation of the neighboring Islands no Buoys or Beacons can hereafter be placed on

them effectually to answer the purpose when the Island is destroyed.

In behalf the Boston Marine Society dated at Boston
6th Decr 1803.

(Signed) NATHL GOODWIN, Master.

A previously appointed Committee to examine and report upon the method of a Mr. Croswell, to find "the true time" and "the true distance," recommend the same, and "that Mr. Croswells Calculations are Correct Concise and useful."

It was voted, "inexpedient to adopt" the proposed new By-Laws; the Committee was discharged, and "the expenses attending printing &c" ordered to be paid.

At a special meeting, 11th January, 1804, "Capt. N. Goodwin communicated two letters which he had received from Doctr Eustis our Representative in Congress requesting of this Society, an Estimate of the probable Expense which would attend the securing the remains of the Island called nicks mate," and a Committee was accordingly appointed to make the estimate, and forward Dr. Eustis, "as soon as possible."

February 7th, 1804, voted "the expenses of the Committee for visiting Nicks Mate be paid from the funds of the Society, amtg \$11.00."

Apparently Congress would not make the appropriation asked for. On the 16th June, 1804, the Society, through a Committee, memorialized the Governor of the State, Caleb Strong, on the subject. This memorial is virtually a repetition of the one sent to Congress, ending as follows: "The Boston Marine Society

composed of men who have experienced all the dangers of Navigation, and many of them still in actual service, presume your Excellency will duly appreciate the motives which have actuated their conduct and favorably receive this address which is respectfully submitted.” Signed, Ozias Goodwin, Jno. F. Williams, Jas. Prince, Jno. Chapman & Benj. Homans. The Senate, on June 22d, after a preamble, “Resolved that there be allowed & paid out of the Treasury of this Commonwealth, a sum not exceeding Three thousand dollars, to the Treasurer of the Marine Society in Boston, he to be accountable for the same, to be appropriated under the direction of such superintendent as His Excellency the Governor with the advice of Council may appoint,” “for the building a sufficient and permanent Stone Wall on said Island called Nicks Mate,” etc., and resolving that “the accounts of the Cost” be laid before Congress for “allowance and payment,” the same was “sent down for Concurrence” and “Read & Concurred,” by the House, “H. G. Otis, Speaker.”

The next day, 23d June, the Governor and Council appointed Ozias Goodwin “to superintend the building a Stone Wall to secure the Island called Nicks Mate.” On August 7th, a committee was appointed to confer with Dr. Eustis upon the same subject. A Committee previously appointed to inquire into the merits of a “Treatise on Navigation,” by Mr. Osgood Carleton, report favorably, and recommend the “work to the Society & to the public, as a performance which if accurately executed will have a tendency to increase the safety of Navigation, by aiding Navigators in conducting their Vessels from port to port.” The Society appears

now, and for a long time, to have held its meetings at Vila's, No. 17 Court Street, the Concert Hall of their day and ours.

At the Annual Meeting, 6th November, 1804, it was "Voted in consideration of Capt. N. B. Lyde's being left out as Surveyor—That he be assisted with Forty dollars more in addition to the former grant, to be paid him one half at a time, at the discretion of the Master." The usual "public dinner" was also voted.

The 5th February, 1805, "Voted that Mr. Dearborns information respecting an instrument which he had projected for propelling a vessel forward during a Calm, be committed to the following Committee," Cpts. Clement, Barnard, and Homans, and they are to report thereon.

March 5th, 1805, a Committee of Barnard, Chapman, and Dennie, was appointed "to go to the Island of Nicks Mate—so called—view its situation, and report to the Society at their next meeting what can practically be done to secure that valuable land mark," etc. April 2d, the thanks of the Society were voted Wm. Smith, Esq., their "Treasurer for his faithful services in that office for *Ten Years past*," that his accounts are "perfectly satisfactory to this Society and further that he be requested to continue in the said office of Treasurer."

At the Quarterly Meeting, 7th May, "The Committee appointed to examine a machine invented by Mr. Dearborn for the purpose of propelling a vessel through the water in a Calm, beg leave to report, they duly waited on that Gentleman and have carefully examined the said Machine, the principles of which were fully and clearly explained to them by the Inventor, and your Committee

although desirous of rendering justice to Mr. Dearborn for the ingenuity of his invention, are compelled to state, that they are of opinion that the inconvenience attending the bulk and weight of said machine, if so constructed, as to give it the immense force and strength required, would counterbalance any advantages that may reasonably be expected in the course of commercial voyages; they therefore with due respect submit this their report to the further consideration of the Society." Signed, Thomas Clement, jr., Chairman of Committee.

June 4th, 1805, more report in relation to that "ancient landmark Nicks Mate." "A strong stone wall must be built round the remains of the same, sixty feet by thirty, not less than fifteen feet high, and to average six feet thick." "The former Committee are requested to continue their services," and "in every way to give their assistance, consistent with the rules and regulations of this Society."

August 6th, 1805, a letter was read from Capt. John Harvey, "giving an account of his Remarks on the Bahama Banks & Channel;" thanks were voted him and the matter referred to the "Committee on Observations."

November 5th, at the Annual Meeting, further reports were made as to what had been done, and what remained to be done at and about Nix's Mate, its wall, column, etc., and a statement that they had "applied to the Legislature of this State for Four thousand dollars additional sum to compleat the work, which sum was granted."

March 4th, 1806, a "Committee appointed to draft a Certificate to be used by the Surveyors of the Port of

Boston," make their report and submit a form of certificate. The "Council of this Commonwealth" having asked the "opinion of the Marine Society," with reference to a petition of Boston Pilots for an increase of rates of pilotage, a committee was appointed to "confer with them for that purpose."

Constantly recurring resolutions, reports, and conferences as to beacons, buoys, stone columns, wooden towers, etc., in and about the harbor of Boston, continue, showing conclusively the usefulness of the Society and the high value it held in Federal and State estimation.

August 6th, 1806, in answer to a letter from the School Committee of Lynn, respecting "the Education of the children of deceased Seamen and wishing the aid of the Society in perfecting a plan for that purpose," voted, "that the Master be requested to answer the same & inform ye Gentn, that the Funds of this Society will not imbrace that object."

November 4th, 1806, the Committee chosen to audit the accounts find, "the total amt of Stock is Thirteen thousand one hundred & fifty-five dollars $\frac{3}{10} \text{ or } 38$, exclusive of Two hundred forty Eight dollars 62 cents Cash which remains in the Treasurers hands."

After the usual business was gone through, and resolutions passed to make Honorary members pay up their arrears, it was voted, "That the Boston Marine Society feel themselves under obligations to Wm. Smith Esqr for the faithful services as Treasurer during the space of Twelve years, and as a token of our grateful respect and regard, the Society request and hereby authorize the Master and Depy Master, to present him in behalf of the Society in such way as they may think most proper,

with a purse containing *Twenty Eagles* to be taken from the Funds, and as a remuneration to him for his Expences & services rendered to this institution."

At this meeting, seven members were voted out of the Society, they "not having complied with the Constitution and Bye Laws thereof."

The year 1807 seems to have been an uneventful one. The Society met, voted sundry reliefs, admitted sundry members, notified the delinquent ones, took action on the pilots and pilot laws, leaving nothing on record worthy of reproduction.

The 5th April, 1808, voted "To relieve Mrs. Lyde on her application when her late Husband Nathl B. Lyde lies dead in the house, and the Family in circumstances of great distress, so as to require immediate assistance — with the Sum of Fifty dollars."

At this meeting, a committee appointed the October previous, report in favor "of amending & inlarging their Charter." They advise *no* assessments of Honorary members "but what they may subscribe or give to the Funds at the time of their admission." Recommend the annual election of a Board of Trustees, "to whose care shall be committed all the prudentials of the Society," and that "they shall take Bonds of the Treasurer at their discretion," and otherwise prescribe their duties.

August 2d, 1808, a committee was appointed "to confer with General Lincoln respecting the Marine Hospital, and to request his opinion on the expediency of admitting disabled and distressed Seamen into the Hospital, and to take such other measures on the subject as may be necessary to effect the purpose."

Tuesday evening, September 6th, 1808, bears this record: "Present Capts John Bait, Benj. Homans. Hard Rain with Thunder & Lightning prevented the attendance of members." "Pd Vila for Room \$2.00, for Notifications, \$2.00."

At the Annual Meeting, 1st November, it was voted, "That the Committee appointed to petition the Legislature for an addition to the Original Charter be authorized to add a clause respecting the Port Wardens, namely that this Society have power to appoint Port Wardens and Surveyors of Ships and Goods on freight when damaged on the Voyage, from among the Members of ye Society and have power to regulate the Fees of Survey accordingly."

Voted, "To dispense having an Annual Dinner in consequence of the embarrassed State of Commerce &c."

February 7th, 1809, it was voted, "That Mr. John Wilson be recommended to the Governor & Council as a capable Person to be appointed a Branch Pilot," and a Committee was appointed "to enquire into the State of the Pilotage of the Harbour of Boston."

On the 7th March, 1809, "The Committee appointed 5th April 1808 to apply to the General Court of the Commonwealth for an additional Act to enlarge the powers of our Incorporation, Report that they have attended to that business & now lay before the Society an attested Copy of a Law which passed the Legislature at their late Session for the above purpose," and there is recorded the Act of 1809, now printed in the pamphlet of By-Laws. At this meeting a committee of three was appointed "to enquire into the expediency of removing the Society to meet in some other place, and to enquire

where a convenient and suitable Room may be found for the Society to meet in future."

May 2d, the Committee reported, that "they had found a convenient Room and other accommodations at the Exchange Coffee House in Congress Street," and the Society "Voted Unanimously that the meetings of the Boston Marine Society shall in future be held at the Exchange Coffee House and that the same Committee be authorized to enter into an agreement for a Room by the year or otherwise," and the meeting was adjourned, to meet next at the hotel above named, a house that most of us remember, and some of us have lived in temporarily. It is noticeable at many of the meetings, that in balloting for new members, rejection is not unusual.

October 3d, 1809, a committee of three was chosen, "to confer with Genl Dearborn the Collector of the Port on the expediency of Building a Stone Column on the Spit of Sand at the Narrows, and to consult on the best mode of carrying such a plan into execution."

Thanks were likewise voted "Wm Tudor Esqr Secretary of the Commonwealth for his attention and services in getting the Additional Act to the Charter passed during the late Session of the Legislature, and that his Account of sums due be ballanced in full up to November 1809," and with the end of this meeting, end the Records of Book A.

In Book B, we first find a copy of the Charter, and the then recently amended By-Laws, followed by signatures of many members of the Society.

The first meeting recorded is that of November 7th, 1809, held at the Exchange Coffee House. By the

Treasurer's accounts, it appears the Society had on that date a net sum of credits, amounting to \$12,945.94. The usual reliefs were voted, and the ordinary business of the Society gone through with, and it was voted, "That the Society celebrate their Anniversary, and have a Dinner at the Exchange Coffee House the 16th current."

At the meeting of 6th February, 1810, various resolutions were adopted, putting the screws on delinquent members, of whom there seemed more than a fair percentage, and it was submitted by the Committee appointed to report thereon, that the Society should "regulate the manner of making demands of the Executors or Administrators of deceased members within the period prescribed by Law for the settlement of Estates," in order to collect the amounts due. The members of that day, while allowing liberality as well as mercy, to season justice, were evidently indisposed to favor those who had dodged their liabilities.

A Committee was "appointed, to call on Joseph Callender, Executor to the Will of Capt. William Brown deceased Member, and in the name of the Society to ask Mr. Callender what legacy Capt. Brown had left to the Boston Marine Society and to receive the same and give a discharge therefor."

At the next meeting, on March 6th, 1810, we learn that "according to the Will Mr. Callender paid one hundred Dollars, for which the President gave receipt in full."

At the meetings of May 1st and June 6th, reports and resolutions as to proceedings against delinquent members were in order, with full reports as to experiments of

new arrangements for reflectors, and other improvements of lights for light-houses, carefully watched from well-defined positions in the harbor and bay, occupy several pages, and a communication from Capt. Samuel Hill, as to some "Rocks discovered by him in the South Atlantic Ocean on board the ship '*Otter*' of this Port," was also read and referred to the Committee on Observation.

The 11th July meeting, a letter "from General H. Dearborn Collector of the Port" was read, requesting "advice of this Society respecting the most suitable spot whereon to erect a Beacon or Stone Column at the entrance of the Harbor of Boston."

From the record of 4th September, 1810, we learn that each branch pilot was compelled by law "to keep one good decked Boat of not less than twelve Tons burthen."

At the December meeting, 1810, is found this record, which must have been an innovation then, and has never been followed, earnestly, as a precedent, since, viz: "Capt. William Machett declined serving as a Port Warden, and he being excused, Capt. Michael Hopkins was unanimously chosen in his stead." When this meeting adjourned, it was "to meet next month at Concert Hall."

February 5th, 1811, a "Petition to the Legislature on the subject of Port Wardens" was read and accepted. What the purport of it, does not appear, but one can scarcely help thinking, it may have been begotten of Capt. Machett's resignation.

A "petition of a Number of Persons on Cape Cod to the Congress of the United States, praying that a Light

House may be erected on Race Point, with a letter on the subject signed by Wm Gallager a Branch Pilot at Provincetown" was read, "and a Committee was appointed to confer with Genl Dearborn, Collector," and after such conference, "proceed as they shall judge best."

The meeting of April 2d, 1811, is remarkable for this fact, that upon the ballot being cast for the admission of the Hon. Samuel Dana, as member, the result showed "eight black, and two white balls, and he was not admitted a member." The black balls appear in late years to have fallen into disuse.

It seems that some question had arisen as to the meaning of the word "Children," entitled by laws of the Society to relief, and at this meeting, the following "opinion of Judge Parker" was given, as explanatory thereof:—

"The word Children in the 14th Section, technically in legal instruments means all the issue of a man of whatever age, and sometimes means even Grandchildren. But in such an Association as that of the Marine Society, it may according to the original meaning of the framers, be restricted to minor Children only, and if such has been the usage in construing the term, I have no doubt such would now be the legal construction.

(Signed) J. PARKER."

The 6th August, 1811, the Committee previously appointed, reported in favor of a light-house and light at Race Point, and a new committee was appointed to "draft a petition to Congress" asking for the same.

When drafted, "the Seal of the Society be affixed thereto," and "the President be requested to hand the same to the Hon. Josiah Quincy to be by him presented to the Congress of the United States."

Various complaints, recommendations, and committees, are heard and instructed, as to the conduct of the pilot service of Boston. On 1st October, 1811, a "Committee was appointed to confer with Genl Dearborn Collector of the Port respecting the new Light House erected at the entrance of Scituate Harbor" etc. A special meeting was held on the 9th October, when the Committee recommended the Society should "send a request to the Secty of the Treasury to have the lighting of the House suspended until March next to give sufficient time for the Ships now out to return, and to give public notice as early as possible of the time it is to be lighted," and that "if some method could be taken to make the Light different from others in Boston Bay, it would add to the Safety of the Navigator." Other resolutions were passed, and a letter written to the Hon. Albert Gallatin, Secretary of State, on the subject, from which is extracted the following:—

"In this instance Sir it may not be irrelevant to state to you the situation in which this Society is and has been placed for many years to demonstrate more clearly their motives on this occasion. The Boston Marine Society is an Association of old and respectable Ship Masters formed the year 1742, with a view to promote the general interests of navigation and to assist the unfortunate Members and their families, since which period this Society has increased in members and respectability, with an accumulation of considerable funds, and

is now composed of upwards of One hundred former Ship Masters who have retired from Sea with adequate fortunes, many of whom are largely interested in the insurance Offices and as Underwriters, and about fifty of the most respectable merchants & Ship Owners and Gentlemen of the highest Stations in the Commonwealth, the rest of the Society is composed of the more active and younger Mariners who still follow the Seas as a professional business. The importance of this Society connected with the knowledge & experience of its Members, has been recognized by the Legislature of this State in various instances, and their immediate agency and recommendation are necessary to the appointment of Pilots and many other officers connected with the general affairs of Commerce."

This furnishes a very fair summary of the Society, its usefulness and purposes at that day. The rest of the letter, which is quite voluminous, recites the lights and dangers of the Bay, and pleads for Scituate Light being so distinguished it can be mistaken for no other. This is followed by a petition to Congress, on the same subject, equally liberal in its description of the Bay and the Society; both signed by Jonathan Chapman, President, and Benjamin Homans, Secretary.

At the Annual meeting of November, 1811, there is a lengthy report from a committee appointed to look into the matter of proper procedure towards the members that have failed in payment of their dues to the Society. We extract from it as follows: "The petitions from widows and orphans of deceased members which will doubtless be presented at the annual meeting soliciting relief from the funds, bear an impressive testimony to

the correctness of these observations, and while we have the satisfaction of pouring in ‘our oil and wine,’ to their relief from the respectable amount to which the Funds have arrived by the exactitude of a vast portion of our members, it cannot but operate as a conclusive and irresistible reason that we should dismiss from our Records those Drones who tho’ they possess the means have not the heart to contribute even their *pledged mite* to the cause of Charity and beneficence.”

“Your Committee forbear to personify in this report, those who have replied to the frequent requests of the proper officers for payment of assessments, in terms unbecoming the members of a charitable institution.” They then proceed to recommend the expulsion of fourteen members. A letter was read, and ordered to be filed, from Albert Gallatin, Secretary of the Treasury, respecting Scituate Light; the annual dinner was ordered for the 13th inst at Concert Hall, and the record ends as follows: “The business of the annual Meeting closed with refreshments.”

The 3d December, 1811, a committee reported favorably on Capt. Winslow Lewis’s modes of lighting Boston and Cape Ann Lights, considering them “far superior to any we are acquainted with in any port of the United States.” The Secretary was “directed to address a Letter to John Montgomery Esqr. as a Member of this Society and express the satisfaction the Boston Marine Society feel in his return to this town & to request to know from him whether he still considers himself a Member of this Society.” It is a matter of doubt whether this vote is a bit of quiet irony, or real flunkism.

January 7th, 1812, "A Letter addressed to the President, from a number of Clergymen of Boston and the neighborhood was read and the following Gentlemen appointed a Committee to confer with them on the subject." What the subject was does not appear at present, but at the succeeding meeting, March 3d, 1812, we learn the object was, "ameliorating the moral and religious condition of Seamen." Verbal reports were made—but are not recited—and it was voted "That the Members of the Boston Marine Society will cheerfully lend their aid in support of the benevolent designs of the Clergy in reforming the Seamen," etc., and a committee was appointed, "to co-operate with the Reverend Gentlemen of the Clergy, and to aid in procuring subscriptions to defray the expenses thereof."

The 7th April, 1812, is chiefly remarkable for the very emphatic definition there given of what is even now a debated question, viz: "That all vessels having Coasting Licences are and ought to be considered as Coasting Vessels, and all vessels that trade regularly between the Ports of the United States—and no others."

The 14th April saw a special meeting called to give special recommendation as to method and management of Scituate Light. Matters of relief, appointment, promotion and dismissal of pilots, with other Society matters, unimportant now, continue till the Annual meeting, November 3d, 1812. On that occasion Wm. Smith resigned the office of Treasurer, and it was voted "That he have the thanks of the Society for his faithful services while Treasurer, a period of seventeen years, in which time the funds of the Society have increased from \$5,495 85c to \$15,011 94c, making an increase of

\$9,516 09c, that is the amount of Stock Specie Value Janry 1795, amounted to \$5,495 85c, and on Nov. 3d, 1812, to \$15,011 94c, as it now stands as per schedule & acct on file."

At this meeting it was found that a custom having prevailed for the late President to hold the chair throughout the meeting, when a new President had been elected, was "improper and withal incorrect," it was voted, "That as soon as the new President is elected he immediately take the chair and preside as such & commence the duties of his office &c." Voted, "That the Society have *no* Annual dinner this year in consequence of the distressed situation of Commerce and our beloved Country."

"The business of the Annual Meeting closed by refreshments and Members all dispersed by $\frac{1}{2}$ past 8 P. M."

No business of special record marks the meetings of the Society from this date till 1st March, 1814, when a committee was appointed "to consider the expediency of having a Harbor Master for the Port of Boston and Charlestown, and if expedient to designate the duties to be performed and the compensation he shall receive therefor and report to be made at the next quarterly meeting."

On May 3d, 1814, the Committee reported it of the "first importance to the security and convenience of vessels arriving at these ports that such an officer should be appointed;" they suggest the appointment should vest in the Governor and Council, and give a full summary of what they conceive should be his powers and duties. They give as furnished by the then Collector of this

Port, the number of vessels arriving from foreign ports, with their tonnage as follows:

Year.	No. of Vessels.	Tons.
1804	890	112,391
1805	920	122,231
1806	1083	138,203
1807	985	134,836
1808	376	48,187
1809	524	67,095
1810	727	95,556
1811	615	92,634
<hr/>		<hr/>
In eight years, -	6,120	811,133

showing an average tonnage per vessel of $132\frac{1}{2}$ tons. They say "as the arduous duties of this office will require great energy in their execution a suitable compensation should be made to a man of adequate talents," and recommend petitions and suggestions to the General Congress, the Legislature, and Collector of the port.

July 5th, 1814, is the following record: "This meeting was called to consider and act upon the following communication from the Selectmen of Boston by their Committee Benj. Weld, Esqr."

JULY 1st, 1814.

To John Holland Esqr, President of the Boston Marine Society:

SIR:—The Board of Selectmen having consulted those Members of the Honorable Council composing the Military Committee under the direction of the Governor of the Commonwealth of Massachusetts, and also the Commandant of the Navy department Commodore Bainbridge, and those Gentlemen having recommended among other defences of the Town of Boston, to prepare

a number of Hulks to sink in the Channel between Forts Warren & Independence, the Board appointed the undersigned a Committee to see their vote to that effect carried into execution. I have therefore to solicit thro you the aid and advice of the Trustees and such other members of the Boston Marine Society as they shall see fit to appoint, in carrying the order of the Board of Selectmen into effect, it is their wish to obtain a number of Hulks on Loan of those Gentlemen Ship owners who are patriotically inclined to aid in the defence of our Harbor, to receive compensation for such damage as the Vessels may sustain, and in case of total loss that the Vessels should be appraised, at the time they are loaned, in order that a fair price may be paid therefor, and which the subscriber in behalf of the Board of Selectmen for the Town of Boston will give his obligation. It is their request also that a Committee of your Society to ascertain the width and depth of the Channel where it would be necessary to sink the Hulks, and also to enquire for and obtain such Vessels as will answer for this purpose on the above conditions. It is likewise respectfully requested that the Gentlemen of the Marine Society would suggest the best means of raising the Vessels after they are sunk if necessity should require it, and appoint one or more persons to see them prepared and moored in their proper destination, and the necessary expenses attending this business will be defrayed by the Selectmen.

I am most respectfully your Obed. Servt

(Signed) BENJN WELD,
one of the Selectmen of the Town of Boston, and a
Committee appointed for this special purpose.

A committee of seven, Capt. Holland, Tristram Barnard, Benjamin Rich, Winslow Lewis, Samuel Eames, Seth Webber, and Joseph West, was appointed, to report on this matter at the next quarterly meeting.

At the quarterly meeting, on the 2d August, 1814, the following report was made by this Committee:

BOSTON, 9th July, 1814.

Benj. Weld Esqr:

SIR:—Having received a request from you that the Boston Marine Society should raise a Committee to aid, advise & assist you in getting and preparing Hulks &c. The Society met on Tuesday evening last and appointed a Committee of seven who have had two meetings and have considered the business generally. They find the Channell between Governors Island and the Upper middle ground to be about 720 feet wide and twenty four feet deep at low water. It will take four or five Hulks of 220 to 250 tons to block up the channel. The expense of preparing and fitting said Hulks, provided they are not sunk but returned to their owners again would exceed Twelve thousand dollars. If they are sunk it would be impossible to calculate the expense. The practicability of raising them is at least doubtful if they are to continue any considerable time sunk. The injury to the Channel and Town might be of great importance. The Committee therefore think the measure inexpedient and hope some other means of defence will be adopted. Altho it does not immediately come under the instructions of the Committee to advise to other measures, yet as they are placed in responsible situations, they wish to suggest to you the great importance of Fortifying Noddles Island, a situation that

Military men acknowledge may command our upper Harbor. Works might be constructed and cannon placed there at a small expense and a small detachment of the artillery do the duty. You would then have a rallying point and cover for a certain part of your Town militia which might in a very short time be put into Forts provided you have boats ready for that purpose. We would also suggest to you, the expediency of having temporary works made on the North Battery Wharf or any other wharf a Military Committee may think best. In case of general alarm there would undoubtedly be great confusion, the men who are to defend your town ought to have works to protect them.

With respect your Obedt Servnts,

Signed by all the Committee.

*Benj. Weld Esqr and all the Selectmen of the Town
of Boston &c:*

Time, which changes all things, however, soon changed the Society's opinion. On the 9th September, following, a special meeting was called at Concert Hall, at which forty-one members were present, and the President read the following :

" The undersigned appointed a Committee by the honorable the Council of the Commonwealth of Massachusetts, to enquire of the Selectmen and of the Marine Society of the Town of Boston their opinion respecting the expediency and utility of sinking Hulks or other Obstructions in any part of Boston Harbor, for the purpose of impeding the approach of Enemys vessels of War to the Town; of the facility when the danger has

ceased of removing such obstructions, and of the risque of injury which might arise therefrom to the navigation and Harbour of Boston, and also the most advantageous positions for their location should it be deemed safe and desirable to make them, Respectfully request the President of the Boston Marine Society to favor them with the opinion above referred to in writing, as speedily as a due consideration of subjects so important will allow.

(Signed) B. PICKMAN JR.

COUNCIL CHAMBER,

Thursday noon Septr 8th 1814.

John Holland Esqr President Boston Marine Society.

The subject being, in the words of the record, "freely discussed," a committee of seven was appointed to "draft an answer expressive of the opinion of the Society" and it here follows:

9th SEPTEMBER, 1814.

*To the Committee appointed by the Honble Council
to confer with the Selectmen & Marine Society
on the expediency of sinking Hulks in Boston
Harbor:*

GEN'N:—The Marine Society considering the alarming situation of the Town of Boston deem it expedient that Hulks should be at this time provided, fitted and got to their situation ready for sinking which can be effected in a few hours after orders are given for that purpose. The situation best adapted for effectually blocking up the channel appears to be rising of the upper middle ground above Forts Independence & Warren, a situation where the forts can keep up a

continual Fire on the Enemy, and it will be impossible to approach the Town or remove the Hulks, while we have possession of the Forts. The Channel in the situation pointed out, is about 720 feet wide and twenty four feet deep at low water, it will require five Hulks of 220 to 250 tons to block it up. Common Merchant Ships can have a passage over the edge of the middle ground. Altho some have doubted the practability of raising the Hulks, the general opinion is they can be raised, if proper vessels are procured and fitted in the best manner and we believe it can be done without any injury to the Channel or Harbour. The Society have appointed a Committee of six to aid and assist in procuring the Hulks and preparing the same who will confer with your Honble Committee on the subject.

Signed by all the Committee.

Capt. John Holland, Benj. Rich, Tristram Barnard, Seth Webber, Thomas Clements, and Mr. Edward Cruff were made a committee for the conference.

At the Annual meeting, November 1st, 1814, the usual business was transacted, and it was voted to dispense with the annual dinner.

On the 16th January, 1815, a special meeting was held at Concert Hall, when a petition was presented, "from a number of members of the Society and others concerned in Navigation, requesting the Society to make an application to General Government of the U. States to have the Light House at the entrance of Boston Harbour lighted during the winter months, which being read it was Voted, That the President, Capt. Tristram Barnard, Benj. Rich, & Winslow Lewis be a Committee

to apply to the Collector of the Port, stating to him the opinion of the Society, the utility and advantage that would result to the Coasting and other Trade, if the prayer of the Petitioners, should be granted."

Whether we are to gather from this that the Lights had hitherto never been shown during the winter, or only discontinued during the war, each must judge for himself. The wording seems to favor the former supposition, though it certainly seems strange that a light, when most needed, should be withheld.

The 1st March, 1815, has reference to a petition, various opinions, and a voluminous letter to the Governor and Council, on rates and matters of pilotage for the Port of Boston, of little or no present interest, except the following extract from the latter. "The Boston Marine Society beg leave respectfully to represent, that the termination of the late disastrous War, having enabled the Merchants and Ship Owners to resume their peaceful pursuits, & many vessels being about to depart from our port, the pilotage for the Harbour of Boston has become an object of considerable importance, to which the Society would respectfully solicit the attention of the Executive," and the main value of this is in its reference to the termination of the war.

The usual routine business of the Society is recorded from quarter to quarter, officers chosen, relief granted to petitioners for it, discussions of pilotage and pilots, of not interest sufficient to repeat. On the 2d January, 1816, it was voted, "that a Committee be appointed to reply to the Letter of Capt. Winslow Lewis, and to ascertain whether it will be better for the Navigation

coming into this Bay, to have the Light house now at Scituate removed to Race point, and if so to form a petition to Congress on the Subject, and to forward the same as soon as may be found convenient.

Committee, Capts. BENJAMIN RICH,
WILLIAM STURGES,
GEORGE C. LEE."

February 6th, 1816, it was voted, "that a Petition be prepared by the Committee on Maritime improvements this evening, read and accepted, be signed by them and to be offered to the Collector of Customs of the port of Boston and Charlestown for his approbation and to procure as many Signatures from the Navy officers of the U. States as may be practible,—and to forward the same to Congress as soon as possible, praying that the Light house on Situate be extinguished and to transfer the same to Race point."

"Voted, That a Committee be appointed to take into consideration the letter of Mr. P. H. Brosier, which the president has read and submitted to the Society, respecting the altitudes, and which subject is submitted to the following committee accordingly.

Capt. GEO. C. LEE,
BENJA. RICH,
WILLIAM STURGES."

February 27th, 1816, a Special Meeting was called to act on a petition of several members of the Society praying that the Society "draft a memorial to Congress" asking a survey of the Coast "from the east end of Long Island to the North eastern extremity of the province of Maine," and "more particularly the Shoal or Shoals of Georges and Nantucket."

March 5th, 1816, voted, "that the Secretary be instructed to cause to be published in the Columbian Centinel & Independent Chronicle the following advertisement:"

"Whereas information having been given to the Boston Marine Society, that certain persons has been taking Ballast from Nixes Mate, contrary to Law,

Notice is hereby given, that any person or persons that may be found takeing Ballast or Stones from said place, will be prosecuted as the Law directs."

On May 7th, 1816, the President was "requested to wait on the Governor and Council to request that a suitable person be appointed to take care of and pay attention to Nickses mate and to prevent depredations being committed thereon, as far as possible."

At a special meeting, 21st May, "The President having received a letter from Genl H. Dearborn Collector of the Port of Boston and Charlestown respecting a Scite, and to have surveyed Land on which to erect a Light house on Race point, &c., &c.," a committee of Capts. Barnard, Hopkins, Cruft, and Sturgis were appointed for the purpose.

At the same meeting, a committee was appointed to confer with the Collector, and ascertain if he could "defer the building of the Light House in the Vineyard Sound untill it can be ascertained at what place it may be most beneficial to the Vessels passing &c."

October 1st, 1816. The President was "requested to address a letter to his Excellency the Governor and their honors the Council, stating the Situation of a Ballast Lighter now laying sunk in the Channel between Governors Island and Castle Island, and requesting

them to consider and make such order respecting the same, as they may judge proper."

At the Annual meeting, 5th November, 1816, among the officers chosen were Capts. Holland, Barnard, and Sturgis, "a Committee to attend to the Regulation of Pilots."

The President was "requested to make a representation to the Govenor and Council praying that they may take into consideration the depredations committed on Governors Island by carrying off the Ballast and doing other injurries to the great damage of Navigation."

January 7th, 1817, "Voted the Trustees do institute a fine of fifty cents to be paid by any and every member of this Body who shall be absent from the monthly meetings one quarter of an hour after the time specified in their notification,"—"the fines to be collected by the Sectry and to be appropriated by vote of the majority of members present."

February 4th, 1817, a committee was appointed "to take into consideration, whether it be or be not expedient to Erect a Light house at the East end of Long Island, and to correspond with such other Society as are or may be appointed to discuss that subject;" and at the Annual meeting in November following it is recorded, that, "in consequence of the Recommendation of the Committee,"—"this Society do unanimously approve of the same, and request the President Capt. B. Rich to communicate this vote *if required*."

At a trustee meeting, Tuesday, 7th April, 1818, "A letter having been received from Mr. Thurston of the Boston moral Society for the Instruction of the Poor, it was moved and Seconded that a Committee be appointed

to consider and report on the said Letter at the next quarterly meeting," and at the next quarterly meeting, the 5th May, it was "unanimously Voted, that the report of the Committee on the Subject of the Communication received from Mr. Thurston be accepted." Unfortunately that report is unrecorded.

At the Annual meeting, on 3d November, 1818, at the Exchange Coffee House, the choice of officers, auditing of accounts, etc., was gone through with, three members were expelled for non-payment of dues, three dismissed at their own requests; other delinquents permitted to remain on the books till the next Annual meeting, "for determination." Relief was voted sundry applicants, and then we find the following entry: "The House being on fire & no expectation of extinguishing it, the meeting is adjourned to Tuesday next at Concert Hall at 6 Oclock."

At the adjourned meeting, on the 10th November, the business of the annual meeting was finished. New books of the By-Laws were ordered. The Committee appointed, reported in favor of a light-house at Long Island, and a copy of their report was ordered to be sent to "Johnathan Mason Esq. our Representative in Congress," and his influence in support of the measure was solicited.

At a trustee meeting, 5th January, 1819, it was "Voted, That the Vote of the Trustees, at this meeting Tuesday 7th Janry 1817 relating to fines of absent members at the trustee meetings be and now is revived, and that all or any members absent fifteen minutes after the time Specified in the notification, be fined fifty cents each, unless a sufficient excuse be given

by such member or members, and that the fines now due or that hereafter may become due, be collected by the Secretary, and the amount expended at the monthly meeting in October for Refreshments, the true time to be ascertained by the watch of the President or Chairman." Thomas English, Secretary.

February 2d, 1819, "Voted, That the President be requested to write an answer to Solomon Nye and others of Provincetown, relative to the appointing a Pilot, and referring them to the General Court."

The President and Capt. John Holland were made "a Committee to write to the Members in Congress from this District and to Capt. Tristm Barnard on the Subject of Georges Island requesting the aid of Congress for the protection of the said Island." From what it was to be protected is not apparent, but probably from inroads of the sea, or of ballast men.

A special meeting "was held at Barnums Hotel Old Province House," 24th March, 1819, and bears this record: "In Consequence of a Letter received from H. A. S. Dearborn Esqr collector of the Port of Boston & Superintendant of Light Houses in the State of Massachusetts, requesting a Committee to be appointed to designate a Site on which to erect a Light house on Long Island in Boston Bay, it is proposed and Seconded that such Committee be appointed to consist of five persons, When the following Gentlemen were nominated Winslow Lewis, Benj. Rich, Wm. Sturgis, Benj. Smith and Nehemiah Parsons."

At a trustee meeting, 6th April, 1819, a communication was received, relating to pilots and pilotage of Martha's Vineyard and Nantucket Shoals, and a

Committee of three appointed to look into the matters referred to.

At the quarterly meeting, 3d August, "The Committee on Vineyard Pilots beg leave to report progress, but on account of the sickness of one of the Committee, beg leave to make further report at a future meeting."

At a Trustee Meeting at Forster's Coffee House, Court street, January 4th, 1820, it was voted, "That all the fines heretofore incurred by the Trustees for non attendance at the Monthly Meetings, be & are hereby remitted, and the monies collected by the Secretary to be returned, and paid at this meeting."

At a special meeting of the Society held at Forster's Coffee House, Court street, 16th August 1820, "A Quorum of the Society being present, it was moved and Seconded that a Committee of one be chosen, to collect sort and Count the Votes for a Treasurer, to be chosen in the room of Andrew Sigourney Esqr Deceased—when Capt. David Higgins was unanimously elected."

"On counting the Votes it was found that William Cochran Esqr, had a unanimous Vote for Treasurer of the Boston Marine Society for the remainder of the Current year and is therefore elected Treasurer." *Who* was in reality chosen Treasurer would appear to be in doubt, but for the fact that after sundry resolutions as to future proceedings looking to care of the Society's funds in the hands of Mr. Sigourney, deceased, we find it voted, "That the Secretary notify Mr. Cochran of his been chosen Treasurer of this Society."

At the Annual November meeting, 1820, a petition was read "from several Inhabitants of Chatham, to

have Branch Pilots appointed for Chatham & Nantucket Shoals," and a Committee of three was appointed to look into the matter. It was likewise voted, "That a Committee of three Gentlemen be appointed to Petition the Honorable the General Court of this commonwealth at their next Session, Praying that this Society may be Empowered at their annual meetings in future, to choose and appoint two or more Suitable persons to act as Port Wardens and Surveyors for the harbour of Boston, in order that the docings of Such persons may be legal and valid in Law." Wm. Sturgis, Nathaniel Curtis, and Winslow Lewis were made the committee, and it was voted, "That the Secretary write a letter to the District Judge of the United States for this District, the honorable John Davis, informing him of the names of the Port Wardens appointed at this meeting & their duties."

For several years past no return appears of the financial condition of the Society, but at the Annual meeting, November 6th, 1820, the invested funds as given in bank, insurance, and other stocks and securities, show a total of \$18,888.33.

At the Trustee Meeting, 2d January, 1821, the Committee previously appointed, reported in favor of buoys on Nantucket Shoals, and to petition Congress for the same, and another committee, to whom the matter was referred, reported, "inexpedient to have Branches granted for Piloting Vessels into Chatham Harbour."

At the quarterly meeting, 1st May, 1821, it was "Voted, That the Committee appointed to petition the Honorable the General Court for the purpose of empowering the Society to appoint Port Wardens for the Port of Boston, be discharged from that duty, being

deemed inexpedient, and unanimously voted accordingly." Another resolution with reference to pilotage of the port, was passed.

A special meeting was called, 25th July, to elect a Treasurer, in place of William Cochran, deceased, and Joseph Tilden was elected.

At the Annual meeting, on the 6th November, 1821, it was voted, "That Nathan Bridge, Charles Bradbury and G. Cook Jr Esqr be requested to designate the time during the Summer Season when this Society may have a Dinner in the lower harbor, and for that purpose to engage the Steam Boat, and to collect the names of such members as may choose to attend on that occasion, to provide the same, and to regulate and order all proper and necessary things accordingly."

This is specially worthy of notice, as being the first mention of steam in the records. "A list of Stock and other securities the property of the Boston Marine Society," as shown at this meeting, foots up \$19,138.33. which amount is receipted for by Joseph Tilden, Treasurer.

At a meeting held at the Exchange Coffee House, on the 2d May, 1822, it was voted, "that the Hon. Joseph Tilden Treasurer of the Society, be authorized to receive of Lot Wheelright Esqr Executor, such legacy as is expressed in the said Will of the late Capt. Seth Webber, and that the said Treasurer be fully empowered to receipt for the same." It appears by record of the quarterly meeting, 6th August, the amount of this legacy was \$1000, and it was proposed, "that a Vote of thanks be recorded on the books of this Society." "Voted accordingly that this Society receive this Legacy

of their late Worthy brother Capt. Seth Webber with that greatness and respect, which they esteem most honorable to his memory, and that they consider it a duty to place upon their records this evidence of munificence & Charity, as a proof of his goodness and that it has been duly appreciated."

It is noticeable that there is a not uncommon request from members, to be dismissed from the Society, which is, in all cases, granted, though full payment of dues is made a condition.

A quarterly meeting, 4th February, 1823, was held at the Exchange Coffee House. Nothing worthy of note transpired, twenty-two members were present, and in pencil is written on the page; "20 Suppers, 5 Bots Wine, 2 do Cyder, 1 qrt brandy," showing that moderation characterized their meetings.

At a trustee meeting, 7th October, 1823, four were proposed as members, Capt. Alexander Campbell, ship "*South Boston*," Jabez Howes, jr., ship "*Mount Vernon*," Philip Fox, ship "*Emerald*," and Joshua G. Dickson, ship "*Herald*." At the Annual meeting, all were admitted but Capt. Fox, through whose name a pen is drawn, but no statement made why he was not voted in. This ship "*Emerald*," under Fox's command, was said to have made the passage from Liverpool to Boston, in thirteen days—or at all events, under fourteen—claimed to have been the shortest passage ever made by sailing vessel, between the ports. Mr. James Collins, formerly a master ship-builder in Plymouth, now living, informed the writer of these extracts, that not many years ago Fox was in Plymouth, cook of a fishing schooner, that had put in there for a harbor,

and that he saw and talked with him several times on that occasion. Fox was still proud and boastful of his short passage in the "*Emerald*."

At this meeting, "Letters from the President of the Charleston S Carolina Marine Society, and from James M. Elford of the same City, recommending and soliciting patronage for the invention of Mr. Elford, in the use of his Marine Telegraph, or universal Signal Book, a copy of which they have also presented." "These letters being read, it was Voted that a Committee of three Gentlemen be appointed to examine into, their utility & advantages, and to return to John Pratt Esqr President of the Chlstdn Marine Society and to Mr. Elford suitable answers."

The stock and securities of the Society this year, show \$20,736.95.

At a trustee meeting, 6th January, 1824, this record appears: "The Honbl Josiah Quincy Mayor of the City of Boston, having requested the opinion of the Boston Marine Society, respecting the wasting of the Islands in the Harbor of Boston by the inroads of the Sea, and also upon the necessity of their becoming Public property, that means may be taken to secure the remains of them particularly Georges and Lovells Islands,"

"Voted that a respectfull letter be addressed to the Mayor and Signed by the Trustees expressive of their opinion upon the Subject, and agreeable to which Vote the following letter was addressed to him accordingly."

BOSTON January 1824.

SIR:—The wasting of the Islands in the harbour of Boston, that are exposed to the inroads of the Sea, has

been a frequent subject of discussion, and an object of solicitude, to the Members of the Boston marine Society. Impressed with the Knowledge of your disposition to improve & promote the general welfare of the City, and having been informed of your recent visit to Deer Island with the intention of takeing measures to secure that important barrier of our Harbour, We with pleasure address to you a few facts, to shew the necessity of immediate measures, being attempted, to secure the remains of Georges & Lovells Islands, and our opinion of the disadvantages arising from their continuing to be held as private property.

Then follow good and wise reasons for protection of the islands named, from inroads of the elements, or of avarice, and strong recommendation they be purchased and controlled by the city, or other "Public authority." This letter was signed by all the Trustees, and addressed to the Honorable Josiah Quincy, Mayor, City of Boston.

At the Annual meeting, 1824, on November 2d, the customary business was gone through with, and it was voted, "That Capt. Josiah Barnard be expelled from this Society for improper & bad conduct, & his account closed." The funds and securities of the Society at this date are stated as \$21,266.95.

At the trustee meeting, 7th December, 1824, the subject of compensation to the "Secretary for extra services during the last nine years," was considered, and a committee chosen to look into the matter and report thereon.

Then is recorded that, "In consequence of a Communication from the Secretary of State E. D. Bangs Esqr

and at the request of his Excellency the Governor & the Honble Councill, the Boston Marine Society have investigated the causes of a complaint made by Messrs Sargent & Brooks against Mr. Lemuel Ayers, one of the Branch Pilots of the Port of Boston, and ask leave to report,

“ That we find the statement made by Messrs Sargent & Brooks, in their communication of the 4th of November last, to be substantially correct, and that the conduct of Mr. Ayers in refusing to take the Ship ‘*Shylock*’ to sea when required so to do, was highly improper and deserving of sensure ;—but as it appears that Mr. Ayers had some reason to believe another pilot was engaged to take the Ship ‘*Shylock*’ to sea, and therefore acted under the eronious opinion that he was not bound to take the charge of that vessel and in consideration of having hitherto been considered a faithful and efficient Pilot, We respectfully request that he may not be deprived of his Branch, for this neglect but may be admonished in such manner as the Governor & Councill shall in their wisdom think proper.

Respectfully Submitted by order of the Trustees.”

At a trustee meeting, 4th January, 1825, “ The Committee on Light Houses, to whom was referred a communication from sundry inhabitants of Nantucket, relative to a floating light on Tuckernuck Shoal,” reported favorably, and it was voted that the report be accepted, “ and that the President of this Society be requested to make a representation to the Honble Congress of the United States in conformity & to transmit the Same to Mr. Webster, the representative from this district for presentation & support.”

At the quarterly meeting, 1st February, 1825, at the Exchange Coffee House, 15 members present; again a pencil memorandum, "13 Suppers, 2 bottles Wine 1 Jug W Punch." It was voted, at this meeting, "That the Secretary be requested to write a letter to Mrs. Stephens in answer to her application presented to this Society by the Committee of relief, stating that this Society was instituted for the purpose of relieving such distressed members their Widdows & families as are in decayed Circumstances & in want of immediate Support, not having productive or convertible property, Such by enquiry not being her Situation, they decline for the present complying with her request, but at the same time assuring her that should she hereafter," which God forbid, "be in necessitous Circumstances, they will immediately take her case into consideration and act accordingly."

Sundry resolutions, with reference to the disposal or investment of the Society's funds, were passed, at this and the trustee meeting, April 5th, 1825.

At the quarterly meeting, 2d August, following, "A letter from Capt. Moses Inglee addressed to the President having been read, respecting his controversy with Z. Cook Esqr, and having debated the subject, it was decided by vote, that this Society have nothing to do with the disputes of its members, out of the meetings, unless the complaints come within the 18th Article of the By Laws." The article referred to is probably Article 20th of the present edition.

At the Annual meeting, November, 1825, voted, "That the Special Committee heretofore raised be requested to investigate the conduct of the Pilots of

this harbour, and to devise some mode to correct the abuses so constantly complained of, and so injurious to the trade and navigation of this Section of the U. States." And further on, again voted, "that the Committee on Pilots be requested to cause an Article on the Subject to them referred, to be published in the Public papers, and all other means in their power to be used to correct the great & many abuses complained of so constantly, of the bad conduct of the Pilots of the harbor of Boston."

At a quarterly meeting, 7th February, 1826, it was moved and seconded, and apparently carried, though it is not so stated, "that the arrearages due by Capt. Wm. Kempton amounting to fifteen dollars, and that of Capt. James Morgan of nine dollars, be remitted in consequence of the former being sick & unable to pay, and the latter being deceased, leaving no property."

It is safe to say, two better reasons for action, or non-action, cannot be found in the chronicles of any society in existence.

"At a Monthly or Trustee meeting of the Boston Marine Society held at the Exchange Coffee House on tuesday the 4th day of July 1826. Present Wm. Sturgis Esqr being the fiftieth anniversary of the Independence of the United States and a general Jubilee—a quorum could not attend—and no business appearing before the Society, had there had been a quorum, this meeting is adjourned." The attendance seems to have been extremely small, and the grammar somewhat hazy, but not perhaps more so, than was to be expected on such a day of "general Jubilee."

A special meeting of the Society was called, at the request of General Dearborn, Collector of the Port, on the 23d July, 1826, " respecting two Light houses, one contemplated to be built on Long Point at or near the entrance to Provincetown harbour, and the other on Sandy neck in Barnstable." Both proposals found favor in the sight of the Society.

Another special meeting was held at the Exchange Coffee House, 29th July, 1826, when "The President informed the meeting, that some of the elder members had called upon him, and suggested the propriety of the Society Joining in the procession that is to take place on Wednesday next, & of their walking togeather as a Society, the late Hon. John Adams having been a member for 58 years, they thought it a duty incumbent on the Society to shew this mark of respect to his memory, provided the Committee of arrangements would assign them a place, in the procession. The president further stated that in consequence of this suggestion he had made known to the Committee of arrangements the wish of the Society, but had as yet received no definitive answer from them, and had now called the meeting of the Trustees to lay the business before them. Whereupon, Voted, as the opinion of this meeting, that every mark of respect in their power ought to be rendered by the Society to the memory of the late Honble John Adams who was their Senior Meimber at the time of his decease, and that they will join the procession on Wednesday next, and walk as a body, with some appropriate badge of mourning, provided an invitation shall be given and a place assigned them by the Committee of Arrangements."

Whether the invitation was given, or whether any joined the procession, "as a body," does not appear, and one can scarcely fail to wonder, if the late "Senior Member," to whom they would pay such respect, had ever once during the fifty-eight years of membership, attended one single meeting of the Society.

The Treasurer's — Thomas B. Wales — accounts show the funds and securities of the Society, on the 6th November, 1826, to have been, \$21,588.95.

At the quarterly meeting, 6th February, 1827, held at the Marlborough Hotel, a committee reported favorably on "Elfords Telegraphic Flags as Marine Signals;" considering them a "Very useful & Valuable invention."

A verbal communication from William Sturgis was made, "relative to the regulation of Pilots," and a committee of three, "appointed to take into consideration the propriety of petitioning the U. S. Govermt, for the removing of Scituate Light house."

A special meeting was called at the Marlborough, 20th February, 1827, "in consequence of a Petition to the Honble General Court of this Commonwealth by a company of Gentlemen praying for leave to erect Mills on Pudding point Gut, and deeming such erection injurious to the Navigation of this Harbour in a very alarming degree," the President desired "the sense of this meeting on the subject." "After a full discussion" a committee was appointed, to take "such steps on the part of this Society, as may prevent their Obtaining such liberty or any other, that would be likely to obstruct or in any way injure the Harbor or its Channells."

At a trustee meeting, 3d April, 1827, "Wm. Sturgis Esqr chairman of the Committee to communicate with

the Legislature respecting Pilots, made report that an act was passed, authorizing the Trustees of this Society to organize a System for such purpose subject to the approbation of the Governor & Council," and a committee of three was accordingly appointed for that purpose.

At the quarterly meeting, May 1st, the "Committee on Situate Light House," made a report that was "unanimously accepted," but the nature and purport of it is not recorded.

Several rather wordy communications and resolutions, in connection with the pilot service, follow, for several meetings, but of not sufficient interest to recite, and at the Annual meeting, 6th November, 1827, "It was moved and seconded that a committee be raised, to petition the Hble General Court at their next Session, for a law to authorize the appointment of Port Wardens for the Port of Boston, when a debate ensued & Capt. Wm. Sturgis and other Gentlemen opposed the motion as unnecessary at the present time, no dessision in any Court having in any instance invalidated the usual custom, & as custom is always respected in Courts of Law, where no Statute exists, it was thought inexpedient to appoint such Committee. The question was however taken & negatived by a large Vote."

Stocks and properties of the Society, at this date, \$21,836.95, showing the increase of the year to have been \$248 only.

At a trustee meeting, 4th December, appears a "Petition of the Inhabitants of Edgar Town in the Vinnard Sound, and Sundry Inhabitants of New Bedford and Other Towns in that Neighborhood praying the Congress of the United States, to cause to be

erected, a causeway from the Beach in Edgar Town to the flatts, and on which to erect a small light house, &c &c." This was favorably received, and it was voted, that the matter be brought by the Society to the notice of the Honorable Mr. Reed, representative from Barnstable County.

At a trustee meeting, 1st January, 1828, "Sundry petitions to the Honble Congress of the U States from the Inhabitants of Ipswich, Newbury Port, cape ann and Sandy Bay in the Town of Gloucester, and other places in that neighborhood, togeather with a recommendation from the Marine Society of Salem," for two small harbor lights for Ipswich, received favorable attention. It was likewise voted, "that if the City Government should apply to this Society for their Sanction to measures to be adopted by the General Govermt, for the preservation of any Island or Islands in the outward harbour, whereby the inner harbour may be protected and preserved, that this Society will sanction and recommend that such measures be adopted."

At a quarterly meeting, held at the Marlborough, 5th February, 1828, "A number of applications being presented to this Society at this meeting relative to Light houses, Break waters and other improvements on several parts of the Coasts & Bays, it is voted that they be severally read & acted on." Likewise, it was voted, "That the proceedings of the Committee on Pilots, as read at this meeting be highly approved by this Society, and that they be requested to follow up the good work and accomplish the business in question."

A letter was read from the Society to the Mayor and aldermen of Boston, asking for further protection of

Deer Island, from the effect of "waves and storms," and that the danger from neglect of the same, was "pressing and immediate."

Various petitions, statements, letters, and recommendations as to pilots, and pilot laws and regulations, are chronicled, but have no special interest. It seems that the whole business of regulating and directing the pilot service, was still, virtually, in the hands and care of the Society.

At a quarterly meeting, 3d February, 1829, we find, as a proposed member, by Caleb Curtis—our present Treasurer, Thomas Lamb.

The trustee meeting of June 2d, 1829, brought a "communication from the Mayor of the City of Boston on the subject of the Flatts," and a discussion, with resolutions and recommendations, followed. Matters in connection with pilotage, were likewise discussed, and action taken thereon.

At a special trustee meeting, on 12th October, 1829, the "Committee to regulate Pilots," made a full and thorough report thereon, presenting a code, that is no doubt the basis of the present laws, with a tariff of rates. The following persons were recommended to the Governor and Council for commissions or branches, from date: John Wilson, Reuben Coombs, Benjamin Sweatt, Josiah Ayres, Lemuel Ayres, John Sargent, Matthew Hunt, and Henry Gurney. Mr. Gurney being, at this present writing—6th July, 1879—the only one still living. Jonathan Bruce, keeper of Boston light-house, was recommended as competent to "take charge of any vessel, as a pilot, drawing from 7 to 16 feet water."

At the Annual meeting, 3d November, 1829, voted, "that a Committee of conference be raised to act with the Mayor, Aldermen and Common Council respecting the utility and expedience of having a Law passed appointing a Harbour Master for the Port of Boston."

"Voted, That a Petition be presented at the next Session of Congress of the United States, praying for a grant and for an appropriation of two hundred thirty five dollars to complete the spindle Bacon on Minots ledge, and for placeing a Buoy on the ledge near the Southern end of Hospital Island."

"N B. The Trustees being directed by Law of the General Court passed 11th June 1829 to regulate Pilots and Pilotage renders it unnecessary for this Society to elect a Pilot Commitee, consequently such Committee is discontinued by the Society."

The "Inventory of Property of the Society," foots up at this date, \$22,436.95.

More pilot laws, bonds, commissions or branches, recommendations and advice to Governor and Council, suggestions and amendments, fill page after page, and meeting after meeting, till February, 1830, and after that, is still again renewed and continued, with such persistency as almost to make one cry for mercy, but proving how conscientiously the members did their duty, ever and always.

The 6th April, 1830, notice of a "bequest from the Hon. John Coffin Jones, deceased, was read and *gratefully* considered."

May 4th, 1830, a letter was read from the Boston Seamen's Friend Society, and being considered, it was voted, "That the Secretary of this Society communicate

to the Committee of the Seamens friend Society, the interest we feel in their Success individually, but as a Society we are without power to vote any of the funds to the object of their institution."

At the meeting of August 3d, 1830, Charles Francis Adams was voted a member, and Admiral Sir Isaac Coffin proposed as a member "by several gentlemen present."

At the meeting of the Society, 7th September, 1830, voted, "that the Secretary notify the members by printed notifications and in two Public newspapers, requesting them to meet, on Friday the 17th inst at half past eight Oclock in the morning, at the Land Office North east corner of the floor of the State house, to join the procession of the Centenial celebration, agreeable to the notice of the city authorities."

Voted, "That Admiral Sir Isaac Coffin be an honorary member of this Society without fee." "That Capt. Nathl Curtis, William Lander and Benj. Smith be a Committee to wait on Adml Sir Isaac Coffin to notify him of his appointment, and to present him with a framed certificate." At this meeting, Admiral Sir Benjamin Hallowell Carew, was proposed as a member, and at the next meeting of the trustees, in October, he was admitted, "without fee" and it was voted, "to forward him a framed certificate by some safe conveyance," but in a marginal note we find, "he declined."

At the Annual meeting, 2d November, 1830, held at the Exchange Coffee House, Thomas Lamb, the present incumbent, was elected Treasurer.

At a trustee meeting, 1st March, 1831, a "letter from Messrs Hall & Williams relative to extra pilotage, being

read, fully discussed and debated, the Trustees came to the following resolution & accordingly Voted, That on the first question unanimously, that the Pilot ought not to be paid three dollars for hauling the vessel to the wharf from the stream, and on the second question they unanimously vote, that the Pilot has a right and ought to be paid three dollars for hauling the vessel into the Stream," showing they recognized the difference between a watch dog and a dog watch.

At a quarterly meeting, 3d May, 1831, a letter was read from the Baltimore Marine Society, and a committee chosen, "to take into consideration the subject matter of the said letter in relation to the administration of the estates of Seamen, and if they should deem it expedient and proper, to petition the Legislature at their next Session for the passing of a law empowering the Society to act as administrators aforesaid."

At the quarterly meeting, 2d August, 1831, it was voted, "That the Pilot Committee be requested to make Special enquiry into the alledged misconduct of the Pilot who had charge of the Spanish Vessell Isabella lately lost on Cohasset rocks, and to make report to the Trustees" etc.

Subsequently, we learn the pilot at fault was "Deputy Pilot Josiah Ayers Junr," and the approval of his appointment as a "deputy pilot for the harbor of Boston," "which authorized and empowered him to act in that capacity be now reconsidered, revoked and annulled, and that from and after this date said Josiah Ayers Junr is no longer to be considered as an authorized pilot for the harbour of Boston."

At the Annual meeting, held at the Exchange Coffee House, 1st November, 1831, Capt. Barker Baker was dismissed "for delinquency," Capt. Charles Blake, "discharged agreeable to his request," Capt. Dixey Wild, unanimously chosen President, but "declined serving owing to his expected absence," and Capt. Charles Tracey was elected in his stead.

At a trustee meeting, 6th December, 1831, it was voted, "That a pittion be presented to Congress for appropriations of seven hundred and fifty dollars, for completing the Spindle on Minots Ledge, and one thousand dollars for building the monument on Nixes mate with Stone."

A return of the Society's funds, for 31st December, 1831, shows the whole of their securities to have been, at that time, \$22,990.83.

At a special meeting of the Society, held at the Marlborough Hotel, 20th January, 1832, voted, "That in the opinion of this board, that two small Light houses judiciously located at the harbour of Ipswich in this State would be a great public benefit and very beneficial to the navigation of that port."

Resolutions, laudatory and complimentary to the *Boston Port Society*, were likewise passed, and it was resolved, "that the Members of the Boston Marine Society be requested and strongly recommended to be aiding by all means in their power in the promotion of the general cause of reform in the habits and conduct of Seamen; the most practicable means of insuring this, being the support and aid to the Port Society."

February 7th, 1832, at a meeting of the Society at the Marlborough Hotel, it was voted, "that the President of

the Society write an answer to James F. Austin Esqr accepting the invitation to join the procession on the 22 inst to commemorate the centennial anniversary of the Birth of General Washington." Voted, "That the Secretary notify the members of the Boston Marine Society requesting their attendance on the above occasion, two days before the meeting." It is probable the meaning of *this* is, that they be *notified* two days before the meeting, not that they attend two days before.

At a trustee meeting, 6th March, 1832, it was "moved and seconded, that a Committee be appointed to take into consideration the expediency of forming a collection of rare and valuable curiosities, that may be formed into a museum."

An adjourned meeting of trustees, on 12th March, 1832, was wholly devoted to discussion and resolves of pilots, and pilot laws and regulations, with recommendations to Governor and Council.

The meetings of the Society and trustees, for the remainder of the year, seem mainly devoted to matters of pilotage, lights, buoys, and harbor improvements, and at a trustee meeting, 1st January, 1833, a committee was appointed to enquire "into the expediency and utility of placeing a Bell & buoy on Hardings rocks."

At a special meeting of the Society, "held at the Marine assurance Rooms over the Tremont Bank in State Street, 12th March 1833"—"The report of the Committee of the Boston Museum & Library being read and debated, it was unanimously accepted & Voted accordingly."

"It was then moved and seconded, that a Committee of three be appointed to select and report such Gentlemen for the approbation of this Society to serve as directors for the Museum and Library agreeable to this report, till the next annual meeting." Joseph W. Lewis, Thomas B. Curtis, Daniel C. Bacon, Thomas Lamb, Thomas C. Smith, Benjamin Smith, Zebedia Cook, jr., William Hales, and John Suter, were made the directors, and it was voted, "That the room over the Tremont Bank, be accepted at the rate of twenty five dollars pr anno, for the meetings and use of the board of directors of the Boston Marine Museum and Library, & of the Trustees of the Boston Marine Society."

The following report of a Committee on this subject, will be of interest. They report,

"That they have attended to their duty and are of opinion that the objects of this Society in relation thereto can be carried into full effect. * * * Your Committee in refférrence to the act of incorporation of this Society — that is the Boston Marine Museum and Library — find nothing repugnant to such an addition to the personal prosperity and value of *this* — Boston Marine — Society. On the contrary are of opinion that such an addition comports extremely well with the objects of this Society, as set forth in the preamble to its act of incorporation in the year 1754, Viz that its objects are "to improve the knowledge of navigation by their several members on their arrival from sea communicating observations on valuable marine subjects, and on all other remarkable things &c and to relieve one another and their families in poverty and other adverse accidents,

which they are more particularly liable to &c." Your Committee think that a library should be connected with the museum to be composed of such books, maps, charts &c as will most improve our knowledge of commerce, navigation and the various subjects connected with the museum, and are of opinion that many valuable works of this kind can be obtained from donations. Your Committee are of opinion that a museum and library connected with the Society will not only be the means of diffusing valuable information, but will tend to increase the funds of this Society, by increasing the number of its members from the additional interest that will be taken in it. Your Committee recommend the following rules and orders for the government of this branch of the institution.

"1st. That eight members of this Society be chosen by ballot at our annual meeting in November or at a Special meeting called for the purpose, who togeather with the President for the year ensuing shall form and be known as the directors of the Marine Museum and library; vacancies that may happen during the year in the said board of directors to be filled by the remainder of the board choosing from the members of the Society.

"2nd. That they shall have during the time that they are in office the entire control and direction of this branch of our institution, to make their own by laws, receive and pay money and transact such business as may come before them.

"3rd. The President of this Society shall be chairman of the board of directors and preside at their meetings, which shall be at such times as they by their by laws may direct.

"4th. The Directors to choose one of their number as Secretary and Treasurer, whose duty it shall be to receive all donations receive and pay money &c.

"5th. The Directors shall make a report at our Annual Meetings in November, Stateing the Situation of the Museum & library, donations, receipts and expences togeather with a schedule of all property of whatever name belonging to this branch of our institution.

"6th. The Directors shall have no power to appropriate any part of the funds of the B. M. Society to the use of the Marine Museum and library further than grants that may be made at our stated meetings, but they shall be held individually accountable for all debts contracted by them, over and above the funds that may have been appropriated for this specified purpose.

"7th. The Directors shall have full power to increase the museum and library by purchase or otherwise as they from time to time may think best, and also to dispose of such articles as they may consider useless, in such manner as they by their by laws direct.

"8th. As it is desirable that such funds should be provided as will enable the Directors not only to increase the influence of this branch of our institution, but prevent it from becoming an expence to this Society, it is therefore Voted that the Directors shall have full power to collect in such manner as they may think best, money or property to the amount not exceeding \$10,000, the same to be invested by them in Bank Stock, or in such securities as the directors and trustees of this Society may approve, the income of which to be held by the Treasurer of this Society to the order & direction of the Directors of the M. M. & library. That the said funds

shall be invested in the name of the B. M. Society to be appropriated to this specified purpose and none other; so long as this Society exists, provided that nothing in this Vote shall prevent the Directors from appropriating from time to time such sums of money to the free use of this Society, as they may have beyond the wants and expenses of the Museum & library."

J. W. LEWIS, THOMAS LAMB, } Committee.
THOS C. SMITH, BENJ. SMITH, }

The trustee meeting of 2d April, 1833, voted, that a special meeting of the Society be convened the following week, "to discuss debate and determine on the improper and shameful conduct of a number of Branch pilots of the harbour of Boston," and the special and quarterly meetings in May are mainly taken up in this affair, which was at last satisfactorily settled.

A report of the Committee of Observation was made at the trustee meeting, in September, 1833, and is as follows: "The Committee appointed to examine a new chart of the coast of America from Philadelphia to Halifax harbour, showing the tracks of the American surveying vessels *Science* and *Orbit*, a new edition improved by J. W. Norrie Hydrographer London May 1st 1832, Have attended to that duty and report, That the principal head lands in Boston Bay and vicinity are very erroneously laid down both in position and shape according to the latest edition of Blunts tables and chart of 1832. The Committee subjoin the longitudes of a few of the most prominent points as laid down in the two charts referred to." The longitudes—latitude as well—of eight places, are then given, with the difference

between the two charts, varying from eight to forty miles.

At a trustee meeting, at the Marlborough Hotel, 1st October, 1833, there not being a quorum, the meeting adjourned. It appears the resolution to meet at the room over the Tremont bank, from some cause, had already come to naught.

This is the last entry of Book B, or Book number three of the Marine Society.

The first entry in Book C, of the Records, is the Treasurer's returns for November, 1833, showing the funds of the Society, at that date, to have been \$24,090.83. This Annual meeting was held at the Marlborough Hotel. A committee was appointed, "to investigate the subject of a Breakwater at Long Cove in Gloucester, for which an appropriation by Congress has been petitioned for, and if they see and consider it a proper subject for this Society to interfere and act thereon, and approve the object of the petition, the President and Secretary be authorized to sign a memorandum annexed to the petition, stateing that the Society approve the object and recommend or advise the appropriation." No lack of caution can certainly be seen in this resolve.

"A verbal report of the Directors of the Boston Marine Museum & Library—made by one of its members Zebedee Cook Jr—stateing their having collected articles of curiosity and utility to the amount of more than three hundred Dollars, and praying for further aid, Whereupon it was Voted That one hundred dollars be put at the disposal of the directors of Museum & Library as it may be wanted, for the use of said institution."

At a trustee meeting, 3d December, 1833, it was voted, "That the President Capt. Joseph W. Lewis, Winslow Lewis and Benj. Smith be a committee to address the Hon. Benjamin Gorham at Washington on the subject of a petition from this Society to Congress in the Session of 1831 & 2, also a petition to Congress in Session of 1832-3, requesting his aid in effecting the object of the said petitions." The Society at that time evidently meant their petitions should not be overlooked.

"Voted, That the request of a number of the Boston Branch Pilots, that this Board would sanction their petition to the Secretary of the Treasury of the United States, for liberty to erect a *hut* on Boston Light house Island, that it is the opinion of this Board that the public would not be benefitted thereby, and that it is therefore inexpedient to have such Hut erected, and that the Committee inform the petitioners of the foregoing vote."

Another vote passed, that the Pilot Committee "take such means as they may wish or think expedient to prevent any further innovation on the Pilot laws."

Innovation seems to have been always a bugbear and a terror.

At a quarterly meeting, 4th February, 1834, voted, "That the Society petition the General Court now in Session, for an extension of the act passed in 1832, cedeing the jurisdiction to the United States of the Island of Nixes Mate in Boston harbour, with certain conditions."

Through 1834 the meetings of the Society and Trustees seem to have been mainly occupied in matters incident to the pilots and pilot service, and on the 9th December, 1834, we learn that "Dana Bruce, Branch

Pilot, has not attended to that duty for more than one year past, and that there is no probability that he ever will." "That Benjamin Sweet, Branch Pilot, has for some length of time been in the habit of intemperance, his Boat being taken from him and sold, and the owners of the other Pilot Boats will not employ him."

"That Leonard Lakin Branch Pilot is partially insane," and that "John Stubbs Branch Pilot has recently through neglect, ignorance or carelessness run several vessels on shore," and the Pilot Committee were requested "to take these several cases under consideration." Whether this very unpromising aspect of the service discouraged the Society, or if it occupied entirely too much of the Committee's time to attend to all these matters of detail without any compensation, none can say, but at this same meeting it was voted, "That the President, Thomas B. Curtis, with Winslow Lewis and Samuel Quincy be a Committee to consider and report on the Subject of resigning to the Governor and Council, all authority and Superintendance of the Pilots of the Port of Boston."

At the trustee meeting, 6th January, 1835, the above Committee reported, and it was voted, that the same Committee "sign & present a memorial to the Governor & Council praying that this Board (of Trustees) be discharged from all cognizance in the matter of Pilots & pilotage."

At the quarterly meeting in February, 1835, a committee was appointed "to petition Congress for an additional appropriation of seven hundred and fifty dollars to complete the Spindle on Minots Ledge."

At the trustee meeting, 6th April—the laws having presumably been altered—it was voted that “Caleb Curtis & Chas T. Parsons be recommended to the Governor & Council as suitable persons to be commissioned as Commissioners to regulate Pilots & Pilotage.”

“Whereupon the said Curtis & Parsons gave in their Letters of resignation as Trustees.” This seems to have been the first of the present Pilot Commission system.

The Treasurer’s report for 1835, at the Annual meeting, on the 3d November, gives the funds of the Society as \$25,090.83, an increase of \$1000.00 in two years.

December 4th, 1835, Capt. Parsons having died, Capt. Samuel Quincy was nominated in his stead as a Commissioner of Pilots.

At the quarterly meeting, 2d February, 1836, held at the Marlborough, the following letter was presented and read.

WALTHAM.

Thomas Lamb, Esqr.:

I duly received your favor of the 3d inst. togeather with the constitution of the marine Society, no one can be more willing than myself to contribute for the relief of decayed masters of Vessels & their Widdows & fatherless that are left in poverty and distress—for the purpose of affording temporary relief to that class of sufferers I inclose a check for five hundred dollars, it is my desire to have this donation put into the hands of the relief committee for immediate distribution.

It is too late for me to become a member of that honorable & valuable institution, but not I trust too late to afford relief to the suffering poor. I hope it is not

incompatible with the rules of the Society to dispose of this donation as I wish, it may be that a while hence I may be able to do something to aid the income of the establishment. Should that happen my name may be added as a member. Accept my respectfull regards.

THEODORE LYMAN.

Whatever errors of orthography appear in the above letter, are probably of the Society's Secretary, rather than of the writer.

The thanks of the Society were voted the "Honble Theodore Lyman for his generous & magnificent donation," and the Secretary was "directed to present a copy of this Vote, with a lively sense of his benevolence."

The late Charles F. Parsons—through his surviving colleague, Caleb Curtis—gave a check for \$146.04, being one half of the commissions he had received while in office as Pilot Commissioner, and "thanks and condolence" were voted his father, Thomas Parsons, Esq., who had "sanctioned and approved" the gift.

"An application or letter from Benj. H. A. Collins of Eastham & signed by him & twenty others in that vicinity, praying the aid of this Society in an application to Congress for a Light house on the back of Cape Cod in the vicinity of a place called *Nauset Beach* was read and debated and referred to a Committee," with instructions to report.

A committee for the purpose of urging on Congress "our request for a number of Buoys to be placed in the outer harbor for the safety of Navigation," was appointed, and the "Sum of five hundred dollars be appropriated for that purpose."

At the trustee meeting, March, 1836, it was voted to solicit Congress, through the Hon. "Abot Lawrence," our representative, for the light-house at Nauset, and "a grant of ten thousand dollars for the above purpose."

The Committee's report in favor of *three* light-houses at Nauset, follow, and the memorial to Congress in accordance therewith, and asking for \$10,000, is given. It is gratifying to know the result was favorable, and most of us have, no doubt, had good reason to bless the Society for their action in this matter.

At the Annual meeting, 1st November, 1836, "Voted That Thos B. Curtis, Danl C. Bacon & William Sturgis be a Committee to write a letter to Capt. Thomas Ap Catesby Jones, commander of the U. S. exploring Squadron at Norfolk Virga, expressing their good wishes for his success, & wishing health, prosperity & happiness in his voyage & a safe return to his Country & friends."

And it was "moved and Seconded that Capt Thomas Ap Catesby Jones be a member of this Society & Voted Unanimously."

Stock and funds of the Society, this date, \$26,403.33.

At a trustee meeting, at the Neptune Insurance office, 3d January, 1837, "Moved & Seconded that We dispence for one year having quarterly suppers, that is to say, at quarterly meetings, and that when We adjourn, we are until further orders to meet at the Neptune Ins. Office."

The record does not say if this vote was carried.

A quarterly meeting of the Society was held at the Neptune Insurance Office, the 7th February, 1837, when an application was made to the Society, by Thomas

Bradlee, Esqr., of "Homes Hole That a Committee be appointed to memorialize Congress requesting a Survey and estimate of expence, of erecting a Breakwater at Homes Hole, & after much debate & consideration of the same, it was unanimously Voted That Capt. Thomas B. Curtis, Winslow Lewis & George Hallet be the committee for this purpose."

"It was moved, & seconded by Several members, that the President be requested to have a suitable entertainment provided at the quarterly meetings, at some central & suitable place; unanimously agreed to at this meeting & Voted accordingly."

So it appears the attempted retrenchment of the trustee meeting in January, found small favor in the eyes of the Society.

The following letter is recorded :

Mr. Thomas Lamb Treasurer B. M. Society:

DEAR SIR: A year has passed away since I made a donation for the relief of the poor & destitute members of your Society. I now enclose a check for five hundred dollars for the same purpose. If your Gentlemen should think it will have a tendency to do as much good if distributed as was done last year, they will so do it, it accords with my view of the case.

I pray you not to think that I wish to prescribe.

I am respectfully your obdt Svnt

THEODORE LYMAN.

Mr. Lamb thankfully acknowledges receipt of the above amount, refers to the proposed disposition of the same, and assures Mr. Lyman of the "grateful feelings

of those who are the means of conveying his bountiful aid as well as of those who are to receive it."

The memorial to Congress for a breakwater at "Holmes Hole," appears under date of 11th February. The memorialists think it would "ensure the safety of shipping seeking a harbor in that place," and pray for "a survey, prefaratory to building such breakwater."

At a trustee meeting, the 7th March, appears "an application by letter from William Swett & Co. for the approval of the Trustees of this Society to aid in their application to the Legislature for leave to erect a Powder House on Birds Island of Stone & in such a way as to appear as a monument to direct navigation, the Same being approved by the Trustees & Consequently Voted, That the President be requested to answer said letter accordingly."

At the trustee meeting, in April, a communication regarding pilotage of British vessels, was received and referred to "a Committee with instructions to grant to his Britannic majesties vice consul, a hearing in the premises."

At the quarterly meeting, May 2d, 1837, appears the following letters :

To the President of the Boston Marine Society:

SIR : The duty of collecting information relative to, and the examination of Aldridges Ledge, False Spit, Hunts Ledge, Hospital Island Ledge, Governors Island Point and Little Fawn Bar having been assigned to me with orders to report on the expediency of placing Buoys on the Same &c, I beg that you will be pleased to give

me such information as you may possess in relation to the subject, as may aid me in the discharge of this duty.

I am Sir with great respect Your Mo. Ob. Servt
JNO. DOWNES, Comm. Navy Yard.

[ANSWER.]

Sir: In reply to your communication addressed to the President of the Boston Marine Society, I would remark that a Survey seems necessary for the purpose of regulating the position & condition of the Buoys in Boston Bay & harbour, some of which from accidental causes have been wholly removed or displaced, of the places referred to in your letter, I should think Buoys would be necessary on Aldridges Ledge and Little Fawn bar, and possibly on the others.

Respectfully &c &c.

There is no signature to this, but Thomas B. Curtis was the then President.

At the Annual meeting, 7th November, 1837, at the Exchange Coffee House, the usual business and choice of officers was gone through with, and it was voted, "That a Committee of six Gentlemen be chosen to form regulate and manage the conserns of the Museum and Library, now forming for the Boston Marine Society, and that said Committee shall have full power to conduct the same," and the Committee was chosen.

The funds and stock of the Society at this time were \$27,403.33.

A special meeting of trustees was held on the 11th November, at which a statement was made by "R. C.

Manners Esqr. his Britanick Majesties Vice Consul," relative to charge of pilotage at this port on British vessels to and from the Provinces. The Committee previously appointed made a full report on the subject, "and to diminish the vexation complained of," recommended that "regulations be made to exempt *all* vessels whose draft shall be less than seven feet," unless services of a pilot were rendered.

At a trustee meeting, 2d January, 1838, the subject matter of lights and light houses of the coast being brought forward, it was voted "That in the opinion of this Board the general character of the Lights on this Coast are good and that much credit is due the department under whose superintendance the Light houses are placed & for the good order the Light houses evince & the exertions used to maintain efficient light."

Voted, "That the Secretary be requested to write a letter to Stephen Pleasonton Esqr 5th Auditor & acting comm. of the revenue & to transmit to him a certified copy of this vote."

At the quarterly meeting, 6th February, 1838, a committee of two was appointed to examine and report "as to the use & utility of the proposed Fog bell," and the same Committee was instructed to consider the "petition of Mrs. Mellish respecting her Husbands invention, and that they report the result of their opinion on its merits, and if approved they forward a request to Congress in the name of the Society, in aid of her application."

At the next trustee meeting, 6th March, we learn this invention was for "plugging Ships Decks & Sides," and the report thereon was read and accepted. Thanks

of the Society were voted Capt. R. B. Forbes for "a donation of \$47 to the funds of the Society at the last Quarterly Meeting."

The report on the proposed fog-bell, or as we now call it, bell-buoy, is made at this meeting, and in the light of to-day appears odd enough. It seems to have been then claimed as the invention of a Mr. Morse. We extract:

"The Committee readily admitts the great advantage that would accrue to navigation, by embracing with the senses of seeing & feeling (by the lead & line) that of hearing, but they as readily perceive that unless the sound which shall aid the latter shall be permanent & of a distinct character that evils may arise by a reliance upon it.

"Bells, chimes, gongs or artillery appear to present the best expedients, all however requiring manual aid unless the mashineary of Mr. Morse can be applied to the Bell or Gong with permanency & continuous effect.

"The mashineary being to be operated upon by the rise & fall of the tide & the agitation of the waves acting on a moored float, presents to the minds of the Committee several obstacles to be overcome, such as the more or less commotion of waves, the quiescent state of the tides at the periods of high & low water & more especially the accumulation of ice on the chain which connects the mashineary with the float, if these obstacles can be surmounted & the mashineary can be constantly kept in good order, the plan of Mr. Morse may be rendered highly usefull to the purposes designed, relative to all which points the Committee cannot give a very decided opinion, as they have not access to the model

which they understand is at Washington. They have however seen drawing & had explanations of the machinery made by a person acquainted with the same.

“If upon the examination of the model by competent judges at Washington, it shall be deemed expedient for an appropriation to be made to try the experiment, the Committee would recommend that it be carried into effect, at the entrance of Boston harbour upon the light house Island, as it would be impossible without incurring vast expence to erect the machinery upon the Graves as has been recommended, and they are of opinion that one Bell will be sufficient to test the utility of the ingenious invention of Mr. Morse.”

To the Hon. John Davis, Washington, and signed by the Committee; and certainly no more cautious, non-committal document was ever recorded.

The same Committee report “on the benefits which have accrued to navigation from the invention of Capt. Mellis, of a plan now in general use of plugging ships decks & sides, both in the U. S. Navy & commercial marine; express our unqualified opinion of its general merits in preventing ships from decay & adding to their beauty & usefulness.

• “The Committee fully concur in the opinion expressed in the recommendation to Congress to which this is attached, and would respectfully request that an appropriation be made for the benefit of the Widdow & Children of the inventor, which we think would be usefully applied as an encouragement of our Naval architecture, to which this invention has so materially contributed.”

The latter sentence is somewhat straggling and incoherent, but its meaning can be got at.

At the trustee meeting, 3d April, thanks were voted "S. Pleasanton Esqr 5th Auditor and acting Commissioner of the Revenue," for two pamphlets, respecting the light-houses on the coast of the United States.

At the quarterly meeting, 1st May, 1838, held at the Exchange Coffee House, the following preamble and resolutions were presented by Capt. William Austin.

"The Society since the last meeting having been deprived by death of one of its most eminent and illustrious Members, the sentiments of veneration felt for his character demands the expression of it, on the records of this Society, Therefore Resolved

"That in the lamented decease of the late Honble Nathaniel Bowditch L. L. D., an honorary member of this Society, we find the most ample cause for deep regret & extensive sympathy. We sympathize with the friends of astronomical and mathematical research, with the votaries of commerce & navigation, and most deeply do we condole with his relatives & immediate friends. He hath wrought a good work & rests from his labours.

"An astronomer, a mathematician & navigator himself, a friend & benefactor has he been to the navigator and Seaman, and few can so justly appreciate the excellence & utility of his labours, as the Members of this Society. We have found in them an unerring guide & a familiar introductor to the knowledge of the heavenly bodies, and the use of every instrument and calculation subservient to the purposes of their profession as navigators.

"His intuitive mind sought & amassed knowledge, to impart it to the world in more easy forms. His life & examples in all their phases, present more to admire & approve than we may hope to see imitated & achieved by another individual.

"The Society will cherish his virtues and hold his character & memory in sacred Veneration, and accordingly resolved, That the preseding resolve be entered on the records and that the Secretary cause a copy of the same to be transmitted to the family of the late Nathl Bowditch L. L. D. and likewise published in the papers of this City."

Other vote and resolution in connection with Dr. Bowditch's death, follow, in both of which the L. L. D. is pre-eminently conspicuous, and seems to have been a consolation.

At the quarterly meeting in August, 1838, a committee of three was chosen, "to make a survey of the Minots Ledges, and their opinion of the practicability and expediency of building a light on one of the said Ledges." The Committee were Winslow Lewis, Caleb Curtis, and Henry Oxnard.

At the Annual meeting, in November, the Committee report in favor of the project. They say, "the practicability of building a light house, on it that will withstand the force of the Sea does not admit of a doubt. The importance of having a light house on a rock so dangerous to the navigation of Boston, on which so many valuable lives & so much property has been lost is too well known to need comment." And they ask for a committee to petition Congress for an appropriation and survey; one was accordingly appointed for that

purpose, consisting of Daniel C. Bacon, William Austin, and Winslow Lewis.

It was voted, that the Committee on the Museum be requested to report their doings at the next quarterly meeting. Funds and property of the Society at this date, \$28,103.33.

The trustee meeting of January, 1839, gives us the petition to Congress, for the survey and appropriation of and for the Minot's Ledge light-house, with a letter from Daniel C. Bacon, then President of the Society, to Hon. Richard Fletcher, at Washington, which last is too well and tersely expressed to be omitted.

BOSTON, Jany 19th, 1839.

Hon. Richard Fletcher, Washington:

SIR: At the last annual meeting of the Boston Marine Society, Capts. Winslow Lewis, William Austin, & myself, were chosen a Committee to petition Congress to authorize an appropriation for a survey of Cohasset Rocks in Boston Bay, and that a competent Engineer may be appointed by Government for that purpose, and I now by direction of said Committee enclose to you said petition, and request you will have it presented and will endeavor to have the object of the petition carried into effect.

The rocks referred to are situated nine miles S. E. from the entrance of Boston harbor. Half a mile outside these lies a sunken rock called Minot's Ledge, dry at low water and ten feet upon it at high tide. This last mentioned rock lies in the track of all vessels bound in or out of Boston harbor, has always been a dread to Mariners, and the loss of property upon it the last

twenty years has been immense, with many valuable lives. The object of the Marine Society in having this survey made, is to ascertain the practicability of building a light-house or beacon on Minot's ledge, of which said Society have no doubt.

There is no spot on the coast of the United States of America, where a light-house may be the means of preserving more lives and property than on this rock, and every person acquainted with its situation cannot but be convinced of the immense importance it would be to the mercantile interests of the Country, to have a light-house erected on Minot's ledge.

I am Sir Very Respectfully Your obedient Servant,
DANIEL C. BACON.

Errors of orthography in the foregoing letter have been corrected, as from the the writer's knowledge of Capt. Bacon's epistolary compositions, they are the errors of the recorder rather than the author.

At the quarterly meeting, 5th February, 1839, "A letter from Hon. J. Davis now at Washington to the President respecting apprentices to be taken by the owners of Ships according to Tonnage of Burthen, being read & considered," the same was referred to a "Select Committee of six members."

It was "Moved by the Secretary & seconded by several Gentlemen That a Vote of thanks be given to Caleb Curtis, Thomas S. Dimmock and Francis Dewson esquires for their friendly aid to the Secretary in collecting the arrearages due to the Society, for their interest and influence in introducing several respectable new members, and for their general good feeling &

support of the Interests & well doeing of this institution.
Voted unanimously accordingly."

"The Committee on the museum not having made their report of their doeings this quarter Voted That Capt. Frans Dewson be added to that Committee, & are requested to make a full report at the next quarterly meeting."

It was moved "by Capt. Joseph W. Lewis that an office be provided for the Boston Marine Society and wherein the Books & papers relateing to the Society may be kept and refered to when occasion may require & where the members may call for payment of arrearages or making reports, and seconded by several members, it was proposed to refer the same to a Committee."

At the trustee meeting in April, at the Neptune Insurance Office, letters were read from Hon. Richard Fletcher and Hon. John Davis, the former in answer to Capt. Bacon's letter regarding the proposed light-house on Minot's, and the latter with reference to an apprentice law. Mr. Fletcher says "the letter was received so late in the session that there is little probability" an appropriation would be made, but adds "I have conversed with the Chairman of the Committee, & have his opinion that the Committee shall give to the subject their constant attention."—"I will do all in my power to effect the object."

We give Mr. Davis' letter, as appears by the context, to the President of the Society.

WASHINGTON, 23d Jany, 1839.

DEAR SIR:—We have been frequently & urgently requested to make provision by law, requiring all vessels

clearing for foreign ports, to take out apprentice boys, more or less, according to the Tonnage of the Craft. I am desirous of availing myself of the opinion of the Society over which you preside on this matter, as I have been some fearfull it would impose an additional burden on navigation, which would increase the necessity of the competition with foreign Freighters. — ? — The enquiry naturally enough suggests to evince why are not boys now employed if it be for the interests of navigation so to do. May I hope for an early answer? I am &c."

The foregoing letter, in the record, comes after the answer of the Society, extracts from which follow.

"The Committee having consulted with many of our principal ship owners on the matter, found them almost universally opposed to having any law compelling them to take one or more apprentices to ships engaged in foreign trade, and it is the opinion of said Committee should a law be passed requiring any vessel engaged in foreign Commerce to take apprentices, it would be disapproved by the principal part of the Commercial Community and cause much trouble & inconvenience to all ship owners."

"This Committee are aware that a large portion of the Seamen navigating our ships at this time, are foreigners; but as long as a sufficient number of American Seamen can be obtained to clear our Ships according to law, no ship owner would willingly consent to be burthened with apprentice Boys to his ship."

"Boys from 13 to 16 years of age, when they first commence going to sea are of very little service and cannot do sufficient labor to pay for their board." * *

"We are sensible of the importance of having our ships navigated by American seamen, but do not pretend to decide upon the most eligible method of accomplishing this object. We would however suggest that a law might be passed requiring all merchants sending ships on foreign voyages, to take one or more boys from 13 to 16 years of age in each vessel for the voyage &c., &c. * * * * It is the opinion of the Committee that many of our merchants would not approve this plan, but it would be much less objectionable than the apprentice system & be the means of increasing American seaman full as fast." Signed, Daniel C. Bacon, Richard Soule, Samuel Quincy, Caleb Curtis, Israel Whitney, Winslow Lewis.

Looking from the standpoint of to-day, it seems a pity the apprentice system or the plan suggested had not been fully carried out.

At the quarterly meeting, August, 1839, further preamble and resolutions were passed, having reference to "a large museum of natural & artificial curiosities," about to be established by some gentlemen, who, it appears, had proposed, under certain conditions, to take the Society's collection, and it was asked, "If the Society see fit to accede to the proposition alluded to," and to "give up the Cabinet into the hands of the proprietors of the museum, with the further understanding that the various articles are to be considered the property of the Boston Marine Society," etc.?

At the trustee meeting, 1st October, 1839, the death of Thomas English, Esq., late Secretary, was announced, and Robert B. Edes chosen Secretary, *pro tem.*

It was voted, that “Danl C. Bacon be a Committee to make enquiry concerning the curiosities in the possession of the Boston Marine Society, and of the transferring them to the proprietors of the new Museum now building in this City and report at the next meeting of the trustees.”

At a special meeting of trustees, 1st November, 1839, the Committee on the Museum reported, “that in consequence of the derangement in the concerns of the Persons who proposed taking the curiosities &c belonging to the Society, found it not practicable to make any disposition of them at present.”

At the Annual meeting, 5th November, at the Exchange Coffee House, seventy-three members were present, fifty-five at supper.

On motion of Thomas Lamb, Esq., Treasurer of the Society, it was voted, “as a token of respect for the memory of their late Secretary the Society grant the sum of One Hundred dollars in addition to the salary due to him at his decease, and that the Trustees allow the same” in settlement with the administrator of the deceased.

A communication was received from Mr. B. F. Greenough, respecting his newly-invented chemical oil,” and a committee was appointed to attend an “exhibition of the same.” Another committee was appointed to “draft a petition and obtain signatures for a Light house on Minots Ledge.” Funds of the Society at this date, \$28,803.33.

At the trustee meeting, 7th January, 1840, the Committee previously appointed reported favorably of Mr. Greenough’s new chemical oil for light-houses. Copy

of a very lengthy and well-worded petition, is likewise given, for the light-house on Minot's Ledge; with an equally long and well-worded letter to Hon. Abbot Lawrence, then Member of Congress at Washington, on the same subject.

At a special trustee meeting, 8th May, 1840, voted, "That Thos Lamb Esqr the treasurer of this Corporation, be authorized to receive in behalf of this Corporation, from the Executor of the will of Capt. Thos S. Winslow, late of said Boston deceased, the amount of the legacy given in said will to this corporation, (by the name of the Boston Marine Society) or such sums as the said Executor may now or hereafter pay on account thereof, & on such payment or payments to execute & deliver in behalf of said Corporation a Receipt therefor & an obligation to refund in case of need according to the form proposed by said Executor."

At the Annual meeting, 3d November, 1840, "on motion of Mr. Geo. Hallet, it was voted that the Committee that was appointed at the annual meeting 1839 to petition Congress for an appropriation to build a Light House on Minots Ledge, be requested to use their best endeavors to obtain it at the next Congress." The Committee consisted of Daniel C. Bacon, Israel Whitney, Winslow Lewis, and Thomas B. Curtis.

The "Inventory of Property belonging" to the Society at this date, shows an amount of \$30,003.33.

Various matters, in connection with pilotage and pilots of the port, appear from time to time, with the usual routine business of the Society.

"At a Trustee Meeting held at the Neptune Ins. Office 2d March 1841, A communication from Edward

Blake Esqr administrator of the Estate of Capt. Dixey Wildes deceased, being read," it was "Voted Unanimously that in view of the circumstances as stated in this communication, the Trustees of the Boston Marine Society ought not to receive and do hereby decline receiving, the legacy left to the Society by the will of their late highly respected member Capt. Dixey Wildes, Also Voted that the letter of Mr. Blake Administrator be placed on file, and that the Secretary communicate to him the doings of the Trustees in regard to it."

An adjourned meeting of the Trustees was held next day, to nominate "a Commissioner of Pilots and Pilotage," and Capt. Caleb Curtis was "recommended to the Governor and Council" for that office.

"A Communication from Hon. R. C. Winthrop respecting Minots Ledge was read," and placed on file.

Under date of 14th April, 1841, appears the following letter :

To the President of the Boston Marine Society:

SIR: We request you to call a Special meeting of the Boston Marine Society for the purpose of making arrangements for the coming Funeral Ceremonial for the Death of the late President of the United States Wm Hy Harrison.

Respectfully Your Obt Servts

CALEB CURTIS, WM ROLLINS, PHILO. S. SHELTON,
B. T. REED, T. C. SMITH.

The special meeting was called on the 16th, and the following resolutions were offered by John S. Sleeper, and unanimously accepted :

“ Whereas the death of William Henry Harrison the President of the United States, the Hero the Patriot and the Christian, the friend of his Country and the friend of mankind, is justly regarded as an afflicting dispensation of Providence, indeed as a National calamity, which has spread sorrow through the land and clad our Citizens in the habiliments of mourning.

“ Therefore Resolved, that the members of the Boston Marine Society fully participate in the general grief for the death of this distinguished man who held the highest Office in the gift of a free People, and who by his *last letter* addressed to the Collector of Customs in New York proved himself to be the *Sailors Friend*.

“ Resolved, that the Members of this Society fully approve of the course adopted by the City authorities in making arrangements to celebrate the Funeral Obsequies of William Henry Harrison by a public procession and an eulogy; and will use all their exertions as individuals and as members of the Society, to carry out the wishes, in this respect of the City Authorities.

“ And *Furthermore Resolved*, that a Committee of seven be appointed by the President to retire and report at this meeting any arrangements which it may be considered expedient to adopt for this purpose.”

The Committee was appointed, “ retired and subsequently reported, that it be recommended to the Members in a body to join the Funeral procession on Tuesday next. That the Members appear in a dark costume appropriate to the occasion wearing crape on the left arm, and also wearing a certain badge, which will be prepared for the Members exclusively, that a suitable banner and a flag be borne by members of the Society,

and the whole to be under direction of the Marshall Capt. James W. Sever."

These resolutions were ordered to be printed in the city papers, and "a printed notice sent to every member now at home," and it was voted, "that in case Capt. Seaver could not attend to the duties assigned him, then the Committee be authorized to appoint another."

At the quarterly meeting, 4th May, 1841, it was moved by John S. Sleeper, "that a Committee of three be raised to select a convenient and proper room for the keeping of sundry articles (curiosities) being the property of the Society and report their doings at the next annual meeting." Daniel C. Bacon, Thomas C. Smith, and John L. Dimmock, were appointed.

At the quarterly meeting, 3d August, 1841, held at the Exchange Coffee House, thirty-three members were present, thirty-one at supper. "A communication having been read from Walter Channing, George Blagdon, Ezra S. Gannett and C. F. Adams, a Committee appointed by the Citizens of Boston at a meeting on the 5th May last, to take into consideration the practicability of the plan proposed by Mr. M. Vattemare." it was "Voted, that the communication be placed on file, & that the President reply to it stating, that as this Society was instituted solely for Charitable purposes, they can do nothing in their corporate capacity, towards promoting the objects as set forth in that communication, at the same time assuring the Committee of the approval of their plan, by every individual present at the meeting."

We have no record of the purport or purpose of Mr. Vattemare's plan, but no doubt the decision accorded

with the objects of the Society, though neither in action or intent, has it ever been "solely charitable."

It was "Voted that a Committee of Four be chosen to visit Minots Ledge and ascertain the diameter and the situation of the surface of the Ledge at low water spring tides and report at the next Annual Meeting." The Committee was chosen, the President subsequently added, and it was voted, "That the Committee apply to the Collector in the name of the Society, requesting that the Revenue Cutter be ordered to take the Committee to Minots Ledge at such times as they may deem proper to make examination as to its extent."

It appears here, by a letter from the President, that the object of Mr. Vattemare, just now referred to, was co-operation and assistance, pecuniary or otherwise, towards some literary project.

At the Annual meeting, 2d November, 1841, at the Exchange Coffee House, there were ninety-two members present, sixty were at the supper.

The Committee on Minot's Ledge presented and read their report, which was accepted. It is as follows.

They report, "That in the name of the Society they applied to the Collector of the Port for the Revenue Cutter to take them to the Ledge which request was readily granted with the assurance that he—the Collector—would cooperate with the Society in any measure to effect an object of so great importance to the Navigation of Boston.

"Two of the Committee Capts Danl C. Bacon and Samuel Quincy being absent from the city, their places were supplied by Capt. Caleb Curtis & Wm. A. Wellman Deputy Collector—both members of the Society.—

Several other members of the Society accompanied the Committee.

"On the 19th Augst the Committee proceeded to the Ledge in the Revenue Cutter, the weather was fine, sea perfectly smooth, the tide ebbing off very low, which gave the Committee an opportunity of giving the Ledge a thorough examination. Minots Ledge consists of two rocks lying about E. N. E. & W. S. W. from each other, only four hundred feet apart, fifteen feet of water between them at low water. The Committee landed on and examined both rocks. The outer rock presents a very broken surface, with deep crevices extending down below the line of low water, and only twenty seven feet surface above water one way. The Western or inner rock presents a solid unbroken surface of more than forty feet diameter, the centre of the rock is four feet above low water mark and when a diameter of thirty feet, the probable diameter of the Light house is brought to a level surface, it will be two feet above the line of low water mark. On this Rock the Committee decided at once the Light-house ought to be built. On the Western or inshore side a vessel can lay alongside of the rock drawing nine feet water.

"In the opinion of the Committee, there can no longer be a question of the practicability of erecting a permanent Light house on this rock. It lays only two miles from the Glades where the best of Granite Stones can easily be obtained.

"The great importance of a Light House on this Rock is too well known to require a comment in the Report."

Signed by the Committee.

After reading the various reports and statements relating to this light-house, one feels naturally tempted to enquire, what might have been the result had half the energy and persistence manifested here, been displayed in the needed light-ship on Stellwagen Bank.

"The Report of the Committee appointed at a Quarterly Meeting held on 4th May last, to procure a suitable room for the safe keeping of the Curiosities &c of the Society was read." accepted and placed on file.

"A motion was made by Winslow Lewis that a Committee be raised to consider and report at a subsequent meeting, what measure the Society will take to celebrate a Centennial Anniversary at the meeting in November, 1842. and that the Government of the Society with the Committee on accounts be that Committee, also that B. T. Reed, Wm. Sturgis & Thos B. Curtis be added to the Committee."

"A communication from Mr. W. S. Chittenden of New York to the Secretary respecting fog bells &c. was read and voted to refer the same to Mr. Wm. A. Wellman for an answer and report at the next Quarterly Meeting."

A quarterly meeting of the Society was held at the Exchange Coffee House, 1st February, 1842. "The Committee appointed at the last annual meeting to see what measures the Society would adopt in respect to a Centennial Celebration in 1842, made the following Report, viz. That they have examined the records of the Society and can find no date previous to June 9th, 1742 O. S. The name of Wm. Starkey who appears to have been one of the first founders of this Society is No. 1 in the Catalogue and his Certificate as Member was

of this date. Your Committee recommend Monday 20th June next for the Centennial Anniversary of this Society."

"As to the most appropriate manner of celebrating this anniversary, your Committee recommend that the members of the Society be requested to meet on that day at such time & place as may be designated, that a dinner be provided to be paid for by the Members. That some member of the Society be requested to deliver an address on the occasion, that each member be charged \$2.50 for his ticket to the dinner and the number of invited guests shall not exceed fifteen, any amount subscribed for the expenses of the occasion exceeding the expenses of the day to be given to the funds of the Society.

"That a Committee be appointed at the next quarterly meeting, to nominate a Committee to carry into effect the above and make such arrangements as they may think best."

The report was read and accepted, and Capts. John Doak, Caleb Curtis, and Jairus B. Lincoln, were made a "Committee to nominate a Committee of fifteen, to carry into effect the measures recommended in the report."

"The Committee retired & subsequently reported the names of the following Gentlemen to constitute that Committee." Wm. Sturgis, Daniel C. Bacon, Benj. Rich, Richard Soule, Robert B. Storer, Josiah Bradlee, Thomas B. Curtis, Willis Howes, Robert B. Forbes, Joseph Hart, Thomas Lamb, Thomas C. Smith, Henry Oxnard, George Hallet, Samuel Quincy. The President and Capt. Josiah Sturgis were then added. It was

voted "that the Committee have power to fix the day for the celebration, to fill vacancies and to add to their number if they see fit."

At a trustee meeting at the Neptune Insurance Office, 5th April, 1842, "A Communication was read from Mr. Thos J. Allen, President of the Mercantile Library Association, respecting the Marine Society's Museum—which is on file—and it was voted the same be submitted to a Committee and that Thos C. Smith be that Committee."

At a special meeting of trustees, 8th April, 1842, the following letter from Stephen Pleasonton, Esq., fifth auditor and acting commissioner of the revenue, to Capt. Winslow Lewis, was read.

TREASURY DEPARTMENT,
5th Auditor's Office, 21st March, 1842.

SIR:—I send you enclosed a copy of a letter from Mr. I. W. P. Lewis to the Hon. Mr. Winthrop, with numerous complaints against the management of the Light House establishment, and the project of a law for transferring it to the Topographical Bureau.

It seems he has come here in aid of the Blunts to misrepresent matters to Members of Congress with the view to make some changes in the management of our Light Houses by which he may be employed; it being impossible for me, as he had no capital, to employ him in any considerable work.

I wish you to lay his representations before the Marine Society and ask it how far they consider Mr. Lewis's representations correct or otherwise, and to favor me with their opinion as to whether there be too

many lights or not on the Eastern Coast, and as to the condition and management of the establishment, as far as they are acquainted with it."

A copy of Mr. I. W. P. Lewis' letter was also read, and the matter referred to a Committee.

At the quarterly meeting, held at the Exchange Coffee House, 3d May, 1842, "The Committee appointed at the last quarterly meeting to make arrangements for the Centennial Anniversary Report. That they recommend the 17th June next for the Centennial Anniversary of this Society. They also recommend that a public address before the Society as proposed at the last quarterly meeting be dispensed with. They also recommend that a Committee of Five be appointed by the Society to provide a dinner & make such arrangements as they may think best."

This was accepted, and Thomas B. Curtis, Daniel C. Bacon, John S. Sleeper, John L. Dimmock, and Josiah Sturgis were appointed the Committee. Subsequently the President and Secretary were added.

This was the last quarterly meeting before the Centennial celebration, and here the present writer, having followed the Society by its records through the first century of its existence, proposes to stop, leaving the compilation of the present century's chronicles to younger and abler hands.

In selecting items, the effort has been, without being too voluminous, to give such as might seem of greatest interest. Any two or more persons would, of course, differ as to *what* items might best cover the intended ground, but the compiler has acted according to the light given him.

The extracts show conclusively the great usefulness of the Society, the extent and variety of its labors, the earnestness, zeal, integrity, and fearlessness that have characterized it, so far as we have noted its career. Almost exclusive control of the pilotage of Boston, the care of its harbor, supervision of the light-houses of Massachusetts, a general guarding and oversight of all matters relating to the commerce of the country, words of caution or advice for the State or Federal authorities, when needed, with a deep interest in the mariner, of whatever grade or condition, are noticeable throughout.

And it is pleasant to observe the liberality in financial matters, shown in all cases where improvements or benefits to navigation were to be wrought. Something was required, looking towards prospective commercial advantages. Attendant upon it, an expenditure of money was called for. In no case, however depleted the treasury, was it withheld, and the result seems to verify the Scriptural injunction and promise, "cast thy bread upon the waters, and thou shalt find it after many days."

The charities of the Society have been of inestimable benefit. No utterance can speak, no hand portray, the wants that have been relieved, the cares that have been assuaged, the wounded spirits that have been solaced, the crushed reeds that have been raised, by its timely aid and succor, its beneficent bounty. The good it has accomplished, the generosity it has practiced, stand better told by its achieved works and by grateful hearts, than by unskilled pen of scribe—"or pharisee."

That, notwithstanding the vast and rapid changes in our mercantile marine, the Society may long continue

its usefulness and its charities, may find in the retrospective view we have taken, new incentives to duty and increased stimulus to action, will be—it is to be hoped—the aspiration of each and all, who read these gleanings from an honored past.

The museum, so often referred to, was given by the Society's vote to the Boston Society of Natural History, in January, 1862. We extract the following from a letter of the President of that Society, in acknowledgment of the gift.

“Resolved, that the thanks of the Boston Society of Natural History be given to the Boston Marine Society, for the very valuable collection of birds and other objects of Natural History, articles of East Indian Manufacture &c, presented 15th Jany 1862.

“Resolved, that the members of the Boston Marine Society be invited to visit the rooms of the Boston Society of Natural History, in the present or new building, whenever it may suit their convenience.”

Thus ends the story of the museum, which had caused so much solicitude, thought, and discussion. One can but regret that the Society had not found a proper resting place for it, retained it in their charge, and added to it.

The matter of a library is still in abeyance. The Society has a small number of books, that may be added to by the members, collectively or individually, or by others, and it is to be wished and hoped that speedy action be taken towards making it worthy of so old and respected an institution. A well-selected and arranged library, with maps and charts adapted to the wants and tastes of those whose lives have been mainly “on the

mountain wave, their homes upon the deep," would be an attraction, a rest, and a reward.

It is thought a not unbecoming end to the century's abstracts, will be found in the republished account of the Centennial celebration, which is therefore added, with a list of the present surviving members of that day.



Centennial Celebration,

JUNE 17, 1842.

folds our brave forefathers fought and conquered. This relic of by-gone days attracted the attention of all; and what rendered it peculiarly interesting, was the fact that it was once the property of the British admiral, Sir ISAAC COFFIN, a native of Nantucket, and an honorary member of this Society; and presented by him to Captain JOSIAH STURGIS, commander of the revenue cutter Hamilton.

The tables were neatly arranged. They extended the whole length of the hall, with a cross table at the head, on the centre of which, was a large and elegant porcelain BOWL, originally designed for the reception of *punch*, but which was filled, on this happy occasion, with delicious iced *lemonade*. This bowl was presented to the Society, a number of years ago, by Captain JAMES MAGEE.

In the centre of two of the tables, were placed two objects, which attracted much attention, namely, two large *pitchers*, belonging to the Society—upon one side of each is inscribed “THE BOSTON MARINE SOCIETY;” on the other is a portrait of Washington, “THE FATHER OF HIS COUNTRY,” with the inscription “A MAN, *without example*—A PATRIOT, *without reproach*.” There is an interesting fact connected with these relics, which it may not be improper to mention. At the time that the “Old Exchange Coffee House” was burnt, these pitchers, which were there deposited, were removed to a neighboring dwelling-house, where they remained, unknown to any member of the Society, until the erection of the present Exchange Coffee House, when they were deposited in one of the upper rooms, where they were recently discovered by accident.

At the head of the centre table, was placed a beautiful miniature ship, full rigged, emblematical of the objects and character of the Society. Elegant flowers and evergreens were tastefully displayed in different parts of the hall. Indeed nothing was wanting, which taste and propriety could dictate, to contribute to the gratification of those who participated in the festivities of the day.

The company, consisting of about one hundred and twenty members of the Society, and invited guests, entered the dining hall at half past three o'clock; the band of instrumental music, belonging to the U. S. ship Ohio, which had been kindly volunteered for the occasion, meanwhile playing a lively air. ISRAEL WHITNEY, Esq., the President of the Society, presided at the tables, assisted by THOMAS C. SMITH and THOMAS B. CURTIS, Esquires, as Vice-Presidents. On the right of the President were seated Commodore JOHN B. NICHOLSON, of the U. S. Navy, Lieut. Col. WILLIAM H. FREEMAN, of the U. S. Marine Corps, FRANKLIN DEXTER, Esq., U. S. District Attorney, and Captain EBEN JOHNSON, President of the Newburyport Marine Society. On the left of the President were seated Hon. LEVI LINCOLN, collector of the customs for this district, Rev. EDWARD T. TAYLOR, pastor of the Seamen's Bethel in North Square, Rev. ALEXANDER YOUNG, pastor of the church on Church Green, and JOSIAH QUINCY, Jun., President of the Senate of Massachusetts. A blessing was asked by Rev. Mr. Taylor, in his peculiarly fervent and impressive manner, and the company proceeded to do full justice to the good things with which the tables were abundantly provided.

The benediction was pronounced by Rev. ALEXANDER YOUNG, and when the cloth was removed, Captain ISRAEL WHITNEY, the President of the Society arose, and addressed the company in the following language :

GENTLEMEN : The official position I have the honor to occupy in the Boston Marine Society, does, I am told, make it incumbent on me to say something in the way of "breaking bulk" on this joyous, this interesting occasion. Fortunately for you, gentlemen, your President cannot, if he has the inclination, inflict a speech on you, and will be compelled to leave to others, who *can talk* — and I see many about me who *can*, and talk *well* too — the gratification of giving some account of the early formation, objects and progress of the Institution, whose Centennial Anniversary we are now assembled together to commemorate.

At our periodical business meetings, we have often had the pleasure of exchanging friendly greetings, but never before have we met publicly for that express purpose. But, gentlemen, we have *never before* been one hundred years old ; and surely we may congratulate each other; that although our keel *was* laid so long ago, we still remain tight, and staunch, and strong, and have a "shot left in the locker," for a distressed shipmate and his family, whenever they may need a helping hand.

It is indeed most gratifying that this, the "first call to quarters," has been promptly responded to by so many of our "web-footed" brethren, as well as by the honorary members, whom we are happy to hail as shipmates, and without whose aid the charities of our Society must have been very much circumscribed. I am sure I am

expressing the feelings of one and all, when I bid a hearty welcome to those friends, who have done us the honor of uniting with us in the festivities of this day; and if, in the course of our congratulations with each other, a little of the *pride of situation*, a little of the feeling of *superiority* on account of the high privileges we enjoy, as belonging to the Boston Marine Society,—if any of this feeling should happen to show itself, I hope our friends will pardon us, and we will try to bear in mind, that as *everybody* cannot be a member, it is rather their *misfortune* than any thing else.

Seriously, gentlemen, we *ought* to be proud, we *are* proud, of having our names associated with the worthies who are enrolled on our records—with the little band who composed the crew of our good ship when she first put to sea, a century ago, under a Royal register from King George II. of England. Somehow or other we have taken out a new register since, and adopted another flag. For the reasons of this strange proceeding, I beg to refer you to the *Bunker Hill Legislature*, which, by a strange coincidence, happens to be in session this very day. But although we now sail under the STARS and STRIPES, instead of the *Red Cross* of old England, the objects of our voyage remain the same—BENEVOLENCE, USEFULNESS, AND THE INTERESTS OF SEAMEN AND NAVIGATION, GENERALLY. Long, long may we continue to be an Association for these purposes!

But I must not forget, gentlemen, that at the outset I was only to “knock off the battens,” and “open the hatches.” I will therefore only detain you long enough to express the hope, that when this Society assembles to celebrate its Two Hundredth Anniversary, the members

who may then be present, may have as good reason for being proud of their predecessors, as we now are of filling the places of those who have gone before us on the voyage to "the undiscovered country." With us, their memories can never die.

I will now, with your permission, gentlemen, read the first regular toast, prepared by the Committee of Arrangements :

1. *The Day*—Fraught with pleasing recollections of the past —may the termination of the next hundred years find our Association in full vigor, dispensing charity to the needy.

This sentiment was received with acclamation. The President then gave as a volunteer :

The Funds of the Society—May they be as judiciously dispensed, as they are carefully and honorably guarded.

This sentiment was responded to by THOMAS LAMB, Esq., the Treasurer of the Society, who in the following neat and appropriate remarks, gave some interesting facts connected with the Institution, and described the usefulness by which it has hitherto been characterized :

MR. PRESIDENT: I will reply to your call, with the best of my ability, in this mode of explaining," so entirely new to me.

This company was incorporated in the year 1754, by an Act of Governor Shirley under his British Majesty's government of the Massachusetts Bay in New England, and was denominated the "Marine Society at Boston in New England." It was instituted twelve years previously (in 1742) by a number of persons who were or had been masters of ships, and whose principal object was to improve their knowledge of this coast by communicating to each other all things remarkable to them in

their navigation ; and another important object was that of relieving one another and their families in poverty, or under other adverse accidents in life. At that period the knowledge of our coast, surrounded as it is with so many dangers from its rocks and sand banks and variable weather, especially in the winter months, was ignorance compared with our present knowledge from charts so perfect that every dangerous rock is laid down, and buoys placed on every dangerous sand bank—with lighthouses on every prominent headland to guide even the stranger to a safe harbor. Then it was that the founders of this Society laid its foundation, and they continued it, with great benefit to themselves and the community, under the Governor Shirley charter, until the year 1809, when an additional Act of Incorporation was granted to it by the Legislature of Massachusetts, under the title of the “ Boston Marine Society.” At this period, the funds of the Society amounted to about eight thousand dollars, and its yearly grants to about seven hundred dollars,—a sum not so great that the increasing wants did not ask for more. We all know, Mr. President, that but few of our ship-masters receive so large compensation for their services as to allow of their accumulating property, or to leave much to their families, should they be suddenly taken from them. Perhaps there is no department of so much trust, responsibility, and danger, that is so poorly paid ; but at the same time I would not be understood as saying that the ship-masters from this country are not as well paid as ship-masters from any other part of the world ; I believe they are better paid. The reason can only be found in the fact that so many find it an agreeable employment, that competition among themselves

allows of the cause. And added to that, is the example and competition of other nations in the carrying trade; for our ships must compete with other nations all the world over. Under these circumstances, the Boston Marine Society at this period (1809) allowed one half of its members at any time to consist of persons of other professions than the sea. And those land members were to pay fifteen dollars each for life-membership, and not to be benefited from the charity fund of the Society.

Besides these objects, this Society—composed as it is of our most active ship-masters and practical merchants; gentlemen who are supposed to have, and who do have, the best knowledge of all the prominent objects connected with the navigation of our coast, bay, and harbor—is referred to for general advice as to our light-houses, buoys and other matters connected therewith. So important have the reports of this Society been to our national, state and city governments, that hardly any object in connection with them is attempted without obtaining its approval. It has committees of its members for various objects. One is a *Committee of Observation*; a committee, Mr. President, which I hope we shall hear from, for they were a committee not only to receive observations but to make them. Their duty embraces that of receiving such particular information as may tend to promote naval knowledge; and all the members of the Society in active service are enjoined to communicate to them all interesting facts within their observation or experience. Another is a committee constituted by our Legislature, the Commissioners of Pilots, whose duty it is to superintend the whole pilot system of this port; and that duty, important as it is, has been most

ably complied with, since its establishment, as all our government and merchant ships can well testify, from the efficient pilots they find always ready at their call.

The Society's funds have gradually increased since its commencement, and now its funded property amounts to over thirty thousand dollars. The income from this fund is quarter yearly distributed to all the deserving applicants within its regulations. I believe I can say there has never been a refusal to aid a deserving object, and many of these beneficiaries are entirely supported by the aid they receive from it. The yearly collections and donations that it from time to time has received, have greatly aided the increase of this fund. The past ten years show an increase of about eight thousand dollars to it. One thousand dollars of this amount came from that benefactor to this and many other worthy societies, the late Theodore Lyman, Esq. Other sums of less magnitude have been received from other individuals.

I am aware, Mr. President, that I have given a very imperfect view of this Society—but I know that we have gentlemen older and abler than myself, who can and no doubt will make up fully for my deficiency.

With your permission, Mr. President, I will offer as a sentiment :

The Shipmaster—A most important actor in the commerce, social intercourse, and improvement of the world.

The President then gave the following regular sentiments :

2. *The President of the United States.*
3. *The Governor of this Commonwealth.*

The President read a letter from his Excellency the Governor, regretting his inability to be present on the occasion.

4. *The Navy*—The strong arm of our defence, made weak by parsimonious legislation.

Commodore JOHN B. NICHOLSON returned his thanks for the kind manner in which the Navy had been alluded to. He stated that the interests of the merchant, the ship-master, and the officers of the Navy were identical.

The following regular toasts were then given:

5. *The Good Ship United States*—May no one ever have command of the quarter-deck unless he is conversant with the chart of public opinion, and knows how to steer clear of the shoals of opposition.

6. *The old ship Massachusetts*-- She has been overhauled and pronounced perfectly sea-worthy —may her officers do their duty with a single eye to the public good.

HON. JOSIAH QUINCY, Jr., president of the Senate of Massachusetts, responded to the last sentiment.

He remarked that it had been his good fortune to be seated next to the oldest member of the Society, present on the occasion,—to a gentleman whose name for more than fifty years—for more than half the time that had elapsed since the organization of the Society, had been borne on its rolls. That this, however, was not the only association that connected his venerable friend with the day; that both before and after the battle of Bunker's Hill, he had been a soldier in the army of the Revolution, and by being accidentally absent on leave, escaped an honorable death, to lead, what was far better, a useful and honorable life. Under these circumstances, therefore, he trusted that in replying to a toast relating to the

former honor, and the present situation of the State of Massachusetts, he might be permitted to give,

The Warriors of our native Country—Those who have defended her upon the land—those who have fought for her on the ocean—the memory of the many who have departed—the health of the few that remain.

STEPHEN CODMAN, Esq., the gentleman to whom Mr. Quincy had alluded, seemed much affected by the remarks; insomuch that, on rising to reply, he could hardly give utterance to his feelings.

Mr. Quincy again rose, and said, that perhaps he owed his venerable friend an apology for having called him out quite so unceremoniously; but if he had in any degree shocked his modesty by being too complimentary, he would endeavor to atone for it, by alluding to the verse of an old song, which the gentleman had just repeated, that in these temperance times might lower him in the opinion of some of the hearers. The verse was this:

“With old wine and old friends I feel no decay,
But a gentle decline as life passes away.”

In allusion to the change that had taken place in the results of conviviality since his friend was first admitted to the Society, Mr. Quincy gave :

The Temperance Reform—May the time soon come, when no man shall get *half seas over*, unless, with the sailor, *he gets half seas over upon water*.

The President then gave the following regular sentiment :

7. *The Laws of our Country*—With efficient officers to advocate them, it will require a *dexterous* hand to evade them.

The Hon. FRANKLIN DEXTER, U. S. District Attorney, rose and remarked :

I feel much honored in being permitted at this interesting festival to represent the admiralty courts of the district; and I regret that the distinguished judges of those courts are not present to declare for themselves the high value they put upon the good influence of the Boston Marine Society. Others, better than I, can state the particular modes in which that influence is exerted ; but I see in the statutes of the Commonwealth that your Society is intrusted with important powers, and has long enjoyed the confidence of the Legislature, and I hear your good report in the mouths of all honorable men.

Since I have held the office which has procured me the honor of your invitation, I have been led to observe more carefully the character of sea-faring men ; and I have had reason to believe, that while as a class they particularly need, they are, more than is commonly supposed, open to the influence of good advice and example. Other societies have undertaken the care of the seamen of the port, with most benevolent efforts ; and I see a reverend guest near you to whose zeal in their service too much praise cannot be given.

A similar, though more silent, influence is exerted by your Society over the ship-masters. They feel the value of your approbation, and their admission to your number is a strong certificate of merit in their profession. With these views of the usefulness of your Institution, independently of its liberal charities, I offer as a sentiment :

The Boston Marine Society—Exercising important powers for the protection of commerce and navigation, may they

continue to find their reward in the gratitude and confidence of the community.

The next regular toast was as follows :

8. *The Merchants of Boston*—High as they deservedly stand, we cannot forget that good sailors have obtained to the topmost rank amongst them.

THOMAS B. CURTIS, Esq., replied to the above sentiment in the following language :

Mr. President—I little expected such a broadside from your gallant frigate in taking the exposed seat which I occupy, and which was to have been filled by one of the worthiest members of our Society—one who, I will venture to say, wherever he may be, is doing his duty. Regretting the absence of our valued friend, permit me to say, that when it was proposed to commemorate the hundredth year of our corporate existence, it seemed to me a long lapse of time; but when, on comparing dates, I found that I had myself been a member a quarter part of that period, I ceased to consider it as so very long a time. Having been honored by election to various offices of trust since I became a member, including that of President, I cannot but feel a deep interest in all that conduces to the welfare of the Society, and its members individually; and I feel an honest pride in looking back to the days when, like many whose familiar faces surround me, I was an active ship-master; and, Sir, if my life was now to be recommenced, I should be most happy to go through the same course which led me, at an early age, to the rank of an *old* ship-master.

The learned law officer, who so gracefully represents the admiralty court, has alluded to other duties pertaining

to this Society besides those of a benevolent nature—but it may not be known to all, that the trustees have long been charged with the care and supervision of the pilotage of the port—formerly an arduous and thankless office, but now rendered an easy and agreeable duty, through the efficiency and *esprit du corps* of the pilots themselves: who, as a body, I am free to say, are not surpassed by any. These duties are analogous to those of the “*Elder Brethren* of the Trinity,” of England—and now that we are a century old, I do not know that the same title should be withheld.

It gives me pleasure to see so many of our members together on this interesting occasion—but yet it is not unmixed with pain in reflecting, that it is owing to the depressed state of our commerce that so many are here; and, in that respect, I hope never to meet so numerous a company again at a meeting like this. Sir, our members are not a *home-ly* people; their business is abroad.

It only remains for me to offer a sentiment which, if not personal, is of national character.

The Freedom of the Seas—We are always glad to receive our neighbors at home, but we must decline their searching visitations abroad.

9. *The Boston Custom House*—A strong *link-on* the grand chain connecting our commercial interests with those of the general government.

Upon this toast being drunk, Hon. LEVI LINCOLN, the Collector of the port, rose, and in allusion to the play upon his name, sportively remarked, that the appeal to him was altogether too *personal*, to permit him to remain silent. He might object to it, also, as *out of order*, inasmuch as it was in violation of a

wholesome parliamentary law, which seemed to him quite as reasonable in its application to a public festival, as in debate,—that “no gentleman should be referred to by name.” If the intention was, that he should make a speech in reply, he might well complain that he had been most sadly taken in, on the occasion. It was the last thing for which, at this time, he should have come prepared. Why, Mr. President, (said Mr. L.) on looking around these tables, I see here a company of intelligent, practical gentlemen, with not a single *Congressman* among them, and but a “sprinkling” of *members of the General Court*; and I might well have hoped that *here, as elsewhere*, they would prefer to do their own work, and ask no aid from others to the entertainment. To be serious, however, he would most gladly so far avail himself of the opportunity now afforded him, as to return his most cordial thanks for the honor done him by the Society, in permitting him to participate in the enjoyments of this festival. From what he had already seen and heard, it was an occasion full of interest. He regretted that the celebration was not more formal and public, and that the opportunity had not been improved to give to the community generally, some account of the Association, of its many good deeds of charity, and its extensive and beneficent influence upon the happiness of individuals and families, and the security and welfare of society. So modest and unobtrusive, indeed, had been its course, that few, beyond the reach of its bounties, scarcely knew of its existence, while there was hardly an institution, which could be named, more deserving of notice, or better entitled to public favor.

Your worthy President has told us, that this is an *ancient Society*, of an hundred years' existence; that it was incorporated in the reign of George II., by the authority of the Provincial Government of Massachusetts Bay. Venerable as it is thus made by age, (said Mr. L.) I have this moment cast my eye upon a paper now laying before you, Mr. President, which, by the most touching association, gives to this Institution, in my mind, a more particular and far deeper interest. Although, nearly a century ago, this Society took the form of legal organization *under a royal charter*, yet the document to which I refer, in the year 1809, now one third of a century since, gave to it a *republican reorganization*, under an act of the Legislature of the Commonwealth of Massachusetts, and to this act I see affixed the signature of my own father, then exercising the chief executive office of state. Hence, although before a stranger to the Society, I already feel now, as it were, at home, an associate, and in fellowship with you.

The date of the origin of this Institution carries the mind back to the infancy of the country. How full of thought is the recurrence to this early period in its history! The centennial celebrations which have been held within a few of the past years, have done much to gather fresh fragrance to the memory of our venerated ancestors. As to the *origin and objects* of this Society, we have but another illustration of their pure and noble character. A few sea-faring men, poor but enterprising, engaged in an employment the most perilous to fortune and to life, associate together for purposes at once the most beneficial to the pursuits of business, and

the dearest to humanity. In the impressive language of the original charter, now before me, I read, "the principal ends of the Society are to improve the knowledge of this coast, by their several members, upon their arrival from sea, communicating their observations, inward and outward, of the variation of the needle, the soundings, courses, and distances, and all other remarkable things about it, in writing, to be lodged with the Society, for the making of the navigation more safe;—and also, to relieve one another, and their families, in poverty, or other adverse accidents of life, which they are more particularly liable to;—and have, for this end, raised a considerable common stock, out of which they have, from time to time, contributed largely for the aforesaid purposes." How enlightened and liberal, and to a great degree, how personally disinterested, these objects! Not for themselves alone, nor yet for their families only, were these results of nautical obseivations and experience to be acquired, but the *recorded* communications were to teach to others a knowledge of the hazards of the coast, and to be the safeguard of the navigator, for all future time. It is to this early attention to the character of our rugged and dangerous shores, with the never-ceasing watchfulness of this Society, at all times, in advising to securities and facilities to their approach, that we are indebted, rather and more than to any other agency, for the advantages of our northern harbors and seaports, the growth and prosperity of this commercial capital, and the richer fruits of intercourse and correspondence, which are the enjoyments of the present day.

One word, Mr. President, in reference to the charitable fund of this Society. And how does it seem to put

almost to very shame the vaunted liberality and contributions of later time! It was not of their abundance, as now, but from personal experience of privation and suffering, that a few manly seamen, *a century ago*, laid the foundation of this noble benefaction. From their perils upon the ocean, and the scanty recompense of their hardships and their toils, they cheerfully devoted a portion of their pittance "in relief of poverty and the adverse accidents of life," with those more dependent and destitute than themselves. It was indeed the spirit of the men and of the age to be disinterested, self-sacrificing, and generous; and to these traits of character in our ancestors may now be traced the *origin* of most of those public institutions of utility and philanthropy, which are justly the boast and the glory of our land. If there be one thing, above all others, for which the memories of our fathers should be cherished, and their names forever honored, it is for founding the charities which we are permitted to administer, and planting the institutions of instruction, knowledge, and beneficence, which it becomes the duty and the privilege of this and coming generations to improve and to extend.

Mr. Lincoln said, in conclusion, he had understood that the Society was exclusively composed of members, who are, or had been masters of vessels, or otherwise engaged in commerce; and in reference to them he would offer, as a sentiment:

The Interests of Navigation and Trade — Which must ever be fostered and honored in a community, where the first fruits of success in business are consecrated to deeds of charity, and the improvement of the moral condition of society.

The next regular toast was :

10. The Marine Corps of this Station — With a *Freeman* in command, subordination and discipline must prevail.

Lieut. Col. WILLIAM H. FREEMAN briefly responded to this sentiment, and spoke of the kind feelings and sympathy which should ever exist between seamen and marines. He concluded by giving the following sentiment :

Boston — Her long-established and permanent Associations — good evidence of the philanthropy, intelligence, and I may add, hospitality, of this Society.

The eleventh regular sentiment was as follows :

11. Our Sister Associations in Salem and Newburyport — Co-laborers in the same holy cause — may their efforts prove eminently successful.

Capt. JOHNSON, President of the Newburyport Marine Society, returned thanks in behalf of the Association he represented, and gave a very interesting account of its rise and progress. It was formed in 1772, by the association of six shipmasters, who contributed a guinea each ; and from that time the funds have been accumulating, until they amount to seventeen thousand dollars, and the Society has been enabled to expend six hundred dollars yearly in charity — all that has been required.

The Boston Marine Society — The first to receive a charter from the Provincial Government — may it be the last to be compelled to surrender to any other government.

Here the President read the following letter from the President of the Salem East-India Marine Society :

SALEM, June 14, 1842.

GENTLEMEN—I have just received your polite invitation to “dine with the members of the Boston Marine Society on the 17th inst., in commemoration of the one hundredth anniversary of the foundation of that Institution,” and I am extremely sorry to say, that circumstances over which I have no control, will prevent my attendance on that interesting occasion.

Allow me, however, in behalf of the Society I have the honor to represent, to return you unfeigned thanks for thus extending to us, at this time, the right hand of fellowship, and to assure you that the mutual interchange of social feelings and kind intercourse between the two societies, which have mainly in view the same good and laudable objects, will ever afford us the highest satisfaction. Permit me to propose, as the toast of the “Salem East-India Marine Society,”

The Boston Marine Society—The great progenitor of all similar societies throughout the Union—may the prosperity of its members be as universal as their enterprise and liberality are unbounded.

With high considerations and respect,

I remain, gentlemen, your ob’t servant,

C. M. ENDICOTT,
President of the S. E. I. M. Society.

12. *The Press Gang*—The great *bugbear* of sailors in olden time—now their most fearless defenders.

The following letter had been received from Col. CHARLES G. GREENE, the editor of the “Morning Post,” and was now read from the Chair.

BOSTON, 17th June, 1842.

GENTLEMEN—Please to accept my thanks for your very kind invitation to dine with the Boston Marine Society this day. It would afford me the highest gratification to be at your board on this agreeable occasion, if it were possible; but other engagements, of an imperative character, will deprive me of that pleasure.

The noble objects for which your Association was formed, and the liberal and honorable manner in which your predecessors, and the present members of the Society, have discharged the philanthropic duty voluntarily assumed by them, must excite the warm admiration of every benevolent heart. In the continuance and success of the Marine Society, I feel more than an ordinary interest, from the fact that three of my brothers, for many years, had their home upon the ocean, and one of them now sleeps in its bosom.

But, gentlemen, lest I weary your patience, I will conclude this hasty note by adding a sentiment which, if you think proper, you may hand to your toast-master:

The True Sailor—His heart is as wide as the domain he traverses; his sympathy ends but with his life, and his aid but with his power to relieve.

I have the honor to be, gentlemen,
Your obedient servant,
CHARLES G. GREENE.

To ISRAEL WHITNEY and others,
Committee of arrangements, &c.

W.M. HAYDEN, Esq., senior editor of the “Boston Atlas,” on being loudly called on, responded to the compliment to the Press, as follows:

He said he rose to make acknowledgment of the toast which had just been announced. He expressed his regret that no one appeared to be present, but himself, whose peculiar duty it was to answer a sentiment intended as a compliment to the Press. He could have wished that some more able representative of the profession was there, to stand up in its behalf; and even if his political opponent, whose courteous letter had just been read from the Chair, had found it convenient to be present,—although, Mr. H. said, he should not have been willing to surrender any political point to that gentleman, yet he should have freely yielded to him the honor of replying to this sentiment, in consideration of his superior ability to perform the duty. Mr. H. said he professed to have some little taste in paintings, and he could safely say, as he cast his eyes around upon the highly respectable company assembled at these tables, that he had never seen a better *marine view* in his life. He felt it an honor to be called upon to address even a few words to so praiseworthy an Association as this; and if the prophetic hope expressed just now, by the reverend gentleman in the vicinity of the Chair, were to be realized, and the present President of the Association should be called upon to preside over its deliberations, its charities, and its festivities, for a hundred years to come, Mr. H. begged the President to remember, from time to time, during the whole century, that the Boston Atlas was still in existence, and that he (Mr. H.) was its editor.

Mr. Hayden said it was well known that the merchants of Boston were pre-eminently distinguished, not only in this country, but all the world over, for their

intelligence, their integrity, their enterprise, and their liberality, They had always been among the most generous and disinterested supporters of the public newspaper press, and he had good reason to know that they had lost nothing of that characteristic of late. He concluded by proposing the following sentiment :

The Merchants of Boston—The liberal and enlightened supporters of a free and independent Press.

13. *Woman*—When the gales of adversity drive us on the rocks of misfortune, she is ever ready to fly to our rescue.

The Clergy—Although we have *young* Christian leaders, they prove themselves *veterans* in their holy vocation.

The REV. ALEXANDER YOUNG replied as follows :

MR. PRESIDENT—I suppose it is expected, as a matter of course, from which there is no escape, that I should say something in response to the sentiment just given. And yet I must frankly confess to you, Sir, that though I see all around me the familiar faces of my parishioners and friends, I do not feel entirely at home here. In rising to address you, in the midst of so many old shipmasters, it seems to me as though I were standing on the quarter-deck with the speaking trumpet in my hand, a situation in which a minister must feel as much embarrassed, as an old salt in the pulpit. I can only say, that I esteem it a great privilege to have been invited to unite with the Boston Marine Society in the festivities of this centennial celebration. Born and brought up as I was among ships, in this glorious seaport where we dwell, some of my earliest recollections are of the shrouds which I have climbed, and the lubber-holes which I penetrated, and the yard-arms along which I crept in my boyish days; and I esteem it one

of the greatest compliments I ever received, when after preaching a sermon, one day, on the dangers and duties of a sea-life, I was told, by one of my parishioners largely engaged in navigation, that I was the only clergyman he had ever met with, who seemed to know or care anything about a ship. It was my good fortune, some years ago, to cross the Atlantic, with as noble a company as ever ventured on that ocean, among whom were two individuals whom I recognize here as members of your Society. That voyage, Sir, opened to me a new view of sea life and of seamen; and from that time, the adventurous navigator, with his hardy and weather-beaten crew, has been the object of my unfeigned admiration and respect. Never until then was I aware what noble and manly qualities are required in the good sea-captain—what watchfulness, what intrepidity, what nerve, what self-possession and presence of mind. In seasons of alarm and danger, he has no time to pause and deliberate like the man on shore. The lives of his crew and passengers depend upon his deciding correctly upon the instant. A wrong order to the steersman—and the ship is lost. The delay of a moment, when the storm is gathering—and the squall rushes on and strikes the vessel—and in an instant the canvass is rent from the spars, the cordage snaps like glass, and she is left a helpless, unmanageable wreck. It is astonishing with what sagacity and far-sightedness the sailor descires the coming of the distant squall. The landsman on board sees nothing. To his eye all is calm and tranquil. But the seaman sees it in the floating clouds and in the far-off ripple on the waves. He needs no barometer to tell him. He sniffs it, he breathes it, he feels it in every

pore. Ay, and he is prepared for it. Calm, silent, imperturbable, he paces the deck, and gives his orders as though he trod the solid land. He scuds before the gale, and outrides the storm. It is an arduous and anxious life, and a life, too, of great excitement and responsibility, calling forth high moral power, great courage, firmness, and self-reliance.

In conclusion, Sir, let me give you,

The first Sea Captain—The bold fellow, who, with a few crooked boards nailed together, a stick standing upright, and a rag tied to it, first dared to venture out of the sight of land, and launched forth into the untried ocean.

Capt. THOMAS C. SMITH gave the following sentiment :

Insurance Companies—Good ground tackling for private property.

Col. JOSEPH H. ADAMS, President of the New England Mutual Marine Insurance Company, being present, we obtained from him the following, as his remarks, in responding to the above sentiment :

MR. PRESIDENT AND GENTLEMEN—I congratulate you, who have lived to see the one hundredth anniversary of this Society, and are able, with good health and joyful hearts, to meet together on this happy occasion.

The centennial anniversary is a very convenient stopping place in the passage of time. Having been thus long on a voyage, it furnishes a good opportunity to call all hands together and to take an observation; to review the past and take a glance at the future. There is a pleasure in retrospection, where good deeds stand forth as beacons on the rocky shores of time, giving fresh

vigor and new animation to the anxious mariner, directing him in safety to his haven of rest.

This Society is well worthy its founders. Seamen are noted for their open-hearted charity; their occupation, more than any other, teaches them to contemplate the uncertainty of property, the changes of fortune, and its only proper uses, as a means of happiness to each other, and for dispensing good when most needed. This Society may be reckoned among the most useful; conceived in kindness, brought forth in benevolence, it is now in old age enjoying the full vigor of manhood, scattering its good seed in every direction.

It has not been my lot to have crossed the trackless ocean, but I see about me many who have looked danger in the face, contending with that vexed element.

All men set sail in fair weather; but storms will arise, tempests will overtake the mariner. He sees first, the dark cloud gathering on the edge of the horizon; it rushes on with frightful fury; all hands are called, the yards are manned, the sails are furled; it strikes the ship, she bends her stately form to the blast; another and another succeed; she lies trembling on her beam ends, and hope being nearly fled, she begins to right, and struggling with the angry waves, she groans and labors beneath her heavy burden, now rising on the billow, then dashing into the foaming gulf as if never to rise again; the thunders rolling overhead and the lightning flashing fast, the crew lashed to the deck to prevent being swept away and made food for fishes; where is the stoutest heart that would not be appalled at such a scene? And then the thoughts of home, a fond wife, beloved children, whom, should this be the closing

scene, and seal the book of fate, would be left, not only desolate but destitute. Of what worth to him, at that moment, appear all his laden treasures, what his bags of gold? Would not the recollection of the Marine Society afford more comfort than them all?

Where, but in the bosom of a seamen should the first spark of charity be kindled? where would it burn more brightly than on the alter in his heart? Look at the unfortunate ship-master. He loses his ship and perhaps his reputation for skill; he seeks employment, but knowing no other trade, he seeks in vain; at length, despairing, he retires from out of sight, to his scanty home, finding, too late in life, that he is doomed to eat the bread of sorrow, salted with a poor man's tears. His former friends forsake him, they pass by on the other side, fearing his importunities, and say—alas! poor fellow! His occupation is gone. How it lights up his countenance when your committee call on him, with their small donation. He feels once more a man. How does the widow's heart leap for joy, on receipt of her quarterly stipend! It is a blessing to receive, but he who has the power with the heart to give, is doubly blessed. I will give you a sentiment:

Seamen — Pleasant breezes, a prosperous voyage, and happy arrival

“At that haven of rest, far away in the deep,
Where the leaves never fade, and the clouds never weep.”

The following sentiment was then given by Captain JOSIAH STURGIS, of the revenue service:

The Yankee Sailor — Qualified by nature and education to control the deck, occupy the desk, or grace the pulpit.

Rev. EDWARD T. TAYLOR responded to the sentiment. He spoke feelingly of the immense good done by the Society, and depicted, in glowing colors, the many happy countenances he had seen from the effect of its charities. He described, feelingly and beautifully, a ship on her return voyage, having been dismasted, and her gallant commander consigned to the ocean, with the weed of the sea for his winding-sheet, a coral monument for his tombstone, while the finny inhabitants of the deep pass and repass, doing honor to the noble sailor. We regret our inability to give the whole of this gentleman's remarks, and fear now that we have not done him justice.

By JOHN L. DIMMOCK, Esq. *Our Absent Members*—May prosperous gales wast them in safety to their homes, richly laden with the fruits of their industry.

By the PRESIDENT. *The Mercantile Library Association*—The seed, though recently planted, has produced sprouts vigorous and healthy, promising a rich harvest.

Mr. THOMAS J. ALLEN, President of the Mercantile Library Association, responded in substance, as follows:

Mr. Chairman—I thank you, in behalf of our members, for this kind expression of your regard. As there may be those present who are unacquainted with the object of our Association, allow me briefly to state that it is composed of the merchants' clerks of our city, and has for its object, the moral and intellectual improvement of its members, by means of a library, reading-room, literary exercises during the winter season, and the formation of a cabinet of curiosities; which last has recently been very considerably increased, by the addition of the valuable collection belonging to your Society;

and I am happy to have an opportunity to express to you our heartfelt thanks for your generous donation.

The time was, when a prejudice existed in the minds of some, against Associations of a similar character to ours, on the ground that reading and debating took young men from their business, and puffed them up with superficial knowledge ; and that “a little learning was a dangerous thing :” reasoning, perhaps, upon the same principle as the Dutchman, who, on being asked why he did not send his children to school, replied, “He went against this *larning*. He *did* teach his eldest son to write, and the first use he made of his knowledge was to forge his father’s name !” But that time has gone by. It is our pride and glory that the ship-masters and merchants of Boston are celebrated all the world over, as much for their intelligence, as for their enterprise and liberality.

It appears to me, that this high reputation can in no way be more effectually sustained, than in the support of these literary institutions by the merchants and clerks of our city.

We live in an age of Associations. Where can you find a city which contains so many societies for intellectual cultivation, moral reform, and charitable purposes, as our own ? And among them I know of none which has a worthier object than yours. For a hundred years you have gone on, unostentatiously but effectually, relieving the wants of the tempest-tossed mariner, and his suffering family ; and have either set him afloat once more upon the ocean wave, or provided him with a home, where he might spend his declining years in comfort and repose.

Without detaining you longer, allow me to offer the following sentiment:

The Boston Marine Society—May its ability ever keep pace with its disposition to relieve the wants of the distressed.

The following letter from JOHN P. BIGELOW, Esq., Secretary of State, was read from the Chair:

BOSTON, June 17th, 1842.

To the Committee of the Boston Marine Society:

GENTLEMEN—I regret that my official engagements will deny me the pleasure of accepting your valued invitation. I feel that our beloved city owes a very great share of its reputation abroad, and prosperity at home, to the members of the Marine Society, and therefore look upon the Association as entitled to the especial respect and consideration of all who feel an interest in the character and fortunes of Boston. Impressed with these convictions, I tender for your acceptance the accompanying sentiment:

The 17th of June—Memorable as the day when the FLAG OF FREEDOM withstood the first great shock of war—a fitting anniversary for those who have displayed that banner on the waves of every sea, and made known the institutions of liberty to the people of every land.

I am, gentlemen, very respectfully, your obedient servant,

JOHN P. BIGELOW.

A letter was also read from THOMAS DENNIE, Esq., a venerable member of the Society, containing an expression of his best wishes, and enclosing the following sentiment:

May the funds of the Boston Marine Society for the benefit of the poor, ever prove adequate to meet the wants of all who may require their aid.

The following sentiment was given by the Chair:

The oldest active Member of the Boston Marine Society —
RICH in the estimation of all who know him.

To this sentiment, BENJAMIN RICH, Esq. responded by the following:

American Ship Owners and Ship Masters — Prosperity and support to both, and a successful competition against foreigners.

By a Volunteer:

Boston Long Wharf — By "Degrand's last Report," we learn there is no end to it.

Whereupon P. P. F. DEGRAND, Esq., rose and spoke as follows:

MR. PRESIDENT, and Gentlemen of the Society —

This kind allusion to my name, so kindly received by you, claims and receives my grateful acknowledgment. Methinks I hear the reverberating sound of the bustle of business on this truly Long wharf, re-echo away to the Rocky Mountains, and even beyond them. Methinks I read, in the book of futurity, that Boston is to be the heart and centre of the pulsation of trade of this immense continent.

Mr. President — The present is indeed a befitting occasion to contemplate the grand results of a chain of steam navigation, starting eastward from Boston, on the sea, to the three capitals of Europe, and thence penetrating through every part of that continent; and starting westward, from this metropolis, on the land, across the American empire, to India, and further

onward, encircling the globe. In celebrating the birth-day of the Boston Marine Society, may we not indulge the belief that we are, in fact, celebrating the birth-day of this great system?

Mr. President—In tracing cause and effect, we are struck with the persevering character of the first members of this Society, who began in 1742, with only nine associates, and during the whole of the first year, received no accession of members, and the next year of only ten new members; but who, never despairing, Yankee-like, persevered until they have caused the influence of the Society to be felt throughout the nation and throughout the world.

It cannot be denied that such a Society, at such a central point, composed of such men, having for its object, at this early stage of the navigation of the country, the improvement of that navigation, and the relief of the distress of the mariner's widow and his fatherless children, must have contributed eminently in forming the character of the American seaman. Of that character I will now speak, and of its impress on the destiny of the country, both in peace and in war.

It is a singular coincidence that the anniversary of the birth-day of this Society (the 17th June) should also be the anniversary of the battle of Bunker Hill; of that great battle, which taught the American people that their fire was fatal to the enemy: and it is no less singular that the day ended, by the retreat of the American force, FOR THE WANT OF AMMUNITION; which so forcibly reminds us that this *want was supplied by the American seaman*. It is known to you all that the battle of Bunker Hill, gloriously won

several times throughout the day, was lost, at its close, for want of ammunition, and for no other cause. It is also well known to you that Gen. Washington had to resort to the expedient of carting barrels of sand, in view of the enemy, to Dorchester Heights, to make the British Commander believe that he had powder, when, in fact, he had it not. Can the nation then be too grateful to the American seaman, for the timely supply of ammunition, which his bravery took at sea from the enemy, and brought in, just at the moment of despair in the fate of the Revolution? Can the nation be too grateful for the then indispensable supply of cannon, muskets, swords, pistols, saddlery, shot, bullets, shells, sails, cables, anchors, blankets, shoes, sugar, coffee, hardware, cloths, and other articles, which the intrepidity of the American seaman seized on the ocean, and brought into port, in aid of the wants of the country, during the darkest and most trying periods of the revolutionary war?

Mr. President—Not less glorious or useful to the country was the conduct of the American seaman, during the war of 1812-15. When the surrender of our northwestern army, without firing a gun, had covered the American name with shame, and the nation with gloom—who, more than the American seaman, contributed to change the scene, by the capture of the Guerriere—of the enemy's fleet on Lake Erie and Lake Champlain—and of many other vessels of war, and by the capture of upwards of two thousand of the enemy's merchant vessels? And this too done by “a few fir-built frigates, with a stripe of bunting at their head,” contending, at fearful odds, against the then

mistress of the ocean, with her thousand ships of war. And don't you recollect, Mr. President, that a New-England boy, a brother of one of your members, in command of the "True Blooded Yankee," was at that time the terror of the British Channel, causing insurance to rise occasionally to twenty-five per cent. on the very coast of England?

Mr. President—Who, more than the American seaman, contributed to give us an honorable peace in 1815: and to secure, thenceforth, respect to the American flag? Who is it, that, more than the American seaman, has made in time of peace, the wants and the productions of every clime, tributary to the wealth and comfort of our farmers, manufacturers, merchants, and mechanics, and indeed of all our population? Who, more than the American seaman, has contributed to advance the great art of ship-building and seamanship, and has added more to the knowledge of previously unexplored portions of the globe? Who, more than the American seaman, has contributed to form the high character of the merchants of Salem, Boston, New Bedford, Nantucket, and other ports of the Union?

Mr. President—The first introduction of steam navigation, in Great Britain, was that of steam packets between Holyhead and Ireland. Who do you suppose introduced it? It was a Nantucket sailor boy, then an officer in the British navy, and a member of Parliament, having just returned from a visit to his native country, during which he had been carried in a steamboat from New York city to Providence, R. I. It is from this germ of steam, (itself the offspring of Fulton's invention,) that has arisen the whole of the coastwise and

ocean steam navigation, which now pervades every portion of the globe, and which is producing a complete revolution in the art of navigating the ocean, for the purposes both of peace and of war. Already the European continent is awakening to its importance. Let us now resolve that our own government shall no longer neglect to give to the country the full benefit of this American invention. In time of war, we must be armed on this system, or be content, not only to abandon the ocean, but also to leave our whole seacoast to the tender mercy of the enemy. It is only by adopting this system and acting under it, for the conveyance of the mail on the ocean; for revenue cutters; for naval steam schools, and for squadrons of observation, that we can be prepared to command success in war, or (what is far preferable) to command a continuance of honorable peace.

Mr. President—For want of time, I must leave untold thousands of facts which rush on my mind, presenting the American seaman as a generous being, whose life is one of continual usefulness to the country. Allow me, then, to propose to you, in conclusion, the following sentiment:

The Boston Marine Society—The early pioneer, whose beacon-light has led onward the welfare of the American people, and the glory of the American name, through peace—through prosperity—through adversity—through war—through revolution. May the country never forget, that to cherish the American seaman is to cultivate a never-failing source of its prosperity.

The Postmaster of Boston—If all our public servants are as faithful, we shall hear of no defaulters.

To the above, GEORGE WILLIAM GORDON, the postmaster, briefly replied, and offered the following sentiment:

The Boston Marine Society—An anchor of hope and a beacon-light of comfort to the sailor's widow and orphan children.

The Mariner's Guide, the Light-house—“A star on life's tremulous ocean.” He, who has trimmed and kept burning these landmarks on our coast, is now present. May his can of oil never be empty.

Capt. WINSLOW LEWIS replied to the above, and offered the following sentiment:

The Benefactors of the Boston Marine Society—The gratitude of the widow and the fatherless will forever hallow the memory of the dead, and bless those who live to witness the good which their bounty has effected.

By JOHN L. DIMMOCK.—*The Active Members of the Boston Marine Society*—They are the working bees of the hive; by their toil the wants of the whole community are supplied.

By Capt. THOMAS MILTON, of Edgartown. *Cape Cod*—Although a barren, sandy soil, it has furnished Boston with numerous specimens of rare mental fruit.

The oldest Association in Boston, the Society of Merchant Tailors—Their tailor fathers did well, our Father Taylor does better.

The Treasurer of the Society—May our Lamb never want for Mint sauce.

The Master Mariners of New England—Always foremost to jeopardize their lives and fortunes for their country's honor.

The Sailor's Widow—Whatever becomes of the Captain, we shall always remember the Sailor's Mate.

The Boston Marine Society—Honorable for its antiquity, as it is benevolent to those of the distressed and honored families of those who have required its aid. May the Society ever exist, the pride of Boston, as it is composed of its sailor merchants.

The memory of William Starkey and his Associates, the founders of this Charitable Institution—The widows and the fatherless will rise up and bless their memories.

Those who were present on this glad occasion will often recur to it, in their progress through life, as one of great interest and enjoyment. The festal scenes were enlivened by several excellent songs, sung with much taste and effect by GEORGE H. ANDREWS, Esq. Indeed, good feelings, generous thoughts, mirth, wit, and humor, prevailed at the table, and caused old Time to glide quickly by. At an early hour, half-past seven o'clock, the company separated, pleased with themselves, each other, and the world. But as the sun sank calmly to rest beneath the clear western horizon, they could not repress a slight feeling of sadness, like the shadow of a cloud passing over a sunny landscape, that ere another centennial celebration of the Society shall take place, not only all those who were present at the festival, but nearly all those who now inhabit the earth, will have passed away.



SURVIVING MEMBERS

of the

Celebration of 1842.

<i>Marine Members.</i>		<i>Time of Joining.</i>
Captain Eleazer E. Bradshaw,	-	August, 1821
" Albert A. Burwell,	-	February, 1840
" Henry Barber,	-	February, 1840
" Nathaniel Barstow,	-	May, 1842
" David Crocker,	-	February, 1838
" William Cushing,	-	February, 1838
" John Devereux,	-	February, 1833
" Robert B. Forbes,	-	December, 1827
" Nathaniel Hamblin,	-	February, 1838
" Osborn Howes,	-	November, 1838
" Eben Howes,	-	November, 1841
" Frederick Howes,	-	November, 1841
" Isaiah Knowles,	-	May, 1838
" James Murdock,	-	December, 1840
" John A. Paine,	-	February, 1840
" Thomas C. Smith,	-	April, 1829
" Thomas C. Stoddard,	-	May, 1839
" William Symmes,	-	August, 1839

<i>Honorary Members.</i>	<i>Time of Joining.</i>
Charles Francis Adams, - - -	August, 1830
C. J. F. Binney, - - - -	May, 1839
Robert Farley, - - - -	December, 1841
Charles Grinnell, - - - -	February, 1839
Thomas Lamb, - - - -	March, 1829
William Perkins, - - - -	March, 1841
Francis G. Shaw, - - - -	February, 1837
Philo S. Shelton, - - - -	August, 1839
Henry Wainwright, - . - -	1836





